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EDITORIAL CONTENTS

FEATURE ARTICLES

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HERE'S ONE REASON WHY

FLEET OWNERS

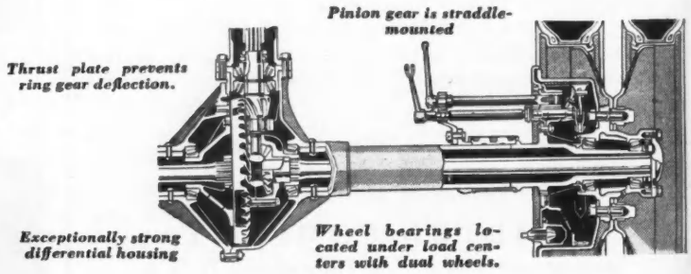
ARE CHANGING TO

FORD V·8 TRUCKS

AMERICA'S GREAT TRUCK VALUE gives you 3 important features not combined in any other truck at any price . . .

1 FULL-FLOATING REAR AXLE

Entire weight of truck and load carried by axle housing. Axle shafts have nothing to do but turn the wheels. You can remove the axle shafts without jacking up the truck. Straddle-mounted driving pinion for extra strength. Heavily ribbed axle and differential housings.



2 V·8 TRUCK ENGINE

Uses no more fuel than a four-cylinder engine . . . simply divides it into eight smaller parts and gets more use out of it. Develops over 80 horsepower. Dual carburetor. Valve seat inserts. Oil-saving pistons of new design. New type, heavy-duty, copper-lead connecting-rod bearings.

3 ECONOMICAL ENGINE EXCHANGE PLAN

After thousands of miles of service, you can get a block-tested, factory-reconditioned engine installed for less than the cost of a complete engine overhaul. No other truck at any price gives you this service, which adds years to the life of your truck. Ask your Ford Dealer about this plan.

THE NEW FORD V·8 TRUCK

COMMERCIAL CAR JOURNAL **NEWS** JULY, 1934 VOL. XLVII No. 5

Truck Retail Code Still Months Away

Catalog Changes Required by NRA's Price Fixing Policy

The truck supplement to the Motor Vehicle Retailing Trade code will require at least another month before it can be whipped into shape for presentation to the industry, it has been announced by the National Control Committee for the MVRT code. Once it is approved by the majority in the trade and submitted to the NRA, however, an additional 30 days will be required before it can go through all the departments and receive Presidential approval.

Reports on used truck sales from which it is proposed to tabulate a depreciation scale for trucks are still being received and until these reports are complete, no further action will be taken on the proposed truck equipment catalog to be used as a basis for depreciating equipment. Changes in the catalog, necessitated by NRA's new policy regarding price fixing in the codes, are under consideration.

Further delay is occasioned by negotiations still to be consummated with all factors in the industry regarding fleet discounts and other questions as related to both large and small trucks and as generally related to government, state and commercial buyers.

F. L. Sage Joins Chrysler as Chief Truck Engineer

Fred L. Sage, formerly truck engineeer of the Studebaker Corp., has been appointed chief of all truck engineering activities for the Chrysler Corp., succeeding the late Benjamin F. Wright. A. G. Herreshoff, formerly in executive charge of the truck division, is now assistant chief engineer of Chrysler Corp. in charge of chassis design.

E. P. Lamb has been promoted to the position of assistant chief truck engineer in charge of drafting, releases and production contact work. Other members of the truck engineering staff include: F. A. Selje, in charge of new truck body design; F. A. Magoffin, production and vendor contact and special investigations; C. W. Kynoch, sales engineering contact; E. G. Wettlauffer, production body drafting, and W. E. Rigley, production chassis drafting.

1933 Registrations Off

Motor truck registrations in 1933 fell .8 per cent under the 1932 registrations, a decrease of 2568 units. Actual registrations were 3,229,315 against 3,226,747. Trailers registered in 1933 totaled 472,789.

Wisconsin Bars Big Trucks on Week-Ends

Through the use of extensive powers to regulate truck and bus transportation, the Wisconsin public service commission has decreed that no trucks weighing more than 6000 pounds gross shall be permitted to drive on the main roads Saturdays, Sundays and legal holidays.

Only vehicles hauling livestock and perishable milk are exempt.

The commission said it had in mind the safety of both the traveling and the shipping public.

It reached its decision after a traffic count showing that 24 of the main arteries are used mostly on Saturday afternoons, Sundays and holidays.

F. R. Acts in Service Trade; Suspends Codified Provisions

As a step towards solution of the service trade problem, President Roosevelt has issued an executive order affecting approximately 55 uncodified trades. The order authorizes establishment of labor standards which individual members will undertake to observe in agreements with the President.

Among the trades and industries affected is the Retail Automobile Maintenance Garage Trade. Another order dealing with codified trades such as Motor Vehicle Storage and Parking continues suspension of all provisions of approved service codes except those governing child labor, minimum wages and collective bargaining guarantees.

Ford Sales and Production Up

World sales of Ford cars and commercial units in June totaled 101,661, an increase of 43,118 units over 1933. Total sales for the first six months of 1934 are 489,915, which is 119 per cent increase over last year. Total plant production passed the half million mark in June with 536,637 units, an increase of 308,250 over 1933.

Norman W. Roblee

Norman W. Roblee, manager of the National Account Department of the International Harvester Co. of America's truck division, died July 2 in Chicago after a short illness. Roblee entered the automotive industry 17 years ago as a mechanic in the White Co. factory. From there he went up the ladder to branch manager. He left White to become vice-president of the Brockway Motor Truck Co. He joined IHC three years ago as sales manager of the Erie Ave. branch in Philadelphia.

Conference Favors Port of Entry Law

Members Endorse Road Officials' Gross Weight Regulations

Enactment of a "Port of Entry Law" similar to the Kansas statute calling for establishment of stations at points of highway entry for checking out-of-state trucks, and for the collection of such "reasonable" compensation as may be enacted by the state for the use of its facilities, was proposed at the meeting of the Western Bus and Truck Conference in Salt Lake City last month. Such a measure would provide state reciprocity for commercial vehicles.

The complete proposal would also obligate operators not otherwise qualified to register and submit their trucks for inspection of equipment, show sufficient insurance coverage, show fitness of cargo to enter the state, and furnish proof of payment of taxes to the state for gasoline used to carry the cargo into the state.

Other recommendations proposed at the conference called for the adoption of the axle loads and gross weight formula, with reservations, of the American Association of State Highway Officials, a mileage tax plus registration fee for all trucks, and opposition to diversion of highway revenue for purposes other than roads.

Representatives from Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming attended the conference and formed a permanent organization to be known as the Western Motor Vehicle Conference. Further plans will be perfected at Boise, Idaho, Sept. 14.

IHC Ups Johnston and Jones to Departmental Managers

Edward A. Johnston and Albert A. Jones were elected vice-presidents at a recent meeting of the board of directors of the International Harvester Co., to serve as managers of the company's engineering and manufacturing departments respectively. Both of the new executives have long records of service in their particular departments. Mr. Johnston began service with the company in 1894 as a machinist, gradually working his way up to his present position. Mr. Jones began in 1904 as an auditor.

Budget for Trailer Code

The trailer manufacturing industry through its Code Authority has made application to the NRA for a modification of its code of fair competition to enable it to prepare a budget for the administration of the code and a basis of contribution to the same by the members of the industry.

Turn to Page 32 for Additional News

Treat the Fleet to Beauty

West Coast Operator Goes Hollywood and Gives His 75 Vehicles Regular Beauty Treatments on Budget Basis

By R. DEWITT MILLER

SUCCESS or failure of your hauling business may depend on the appearance of your trucks. That is a rather radical statement. It is, however, the sincere opinion of a fleet owner who has, over a long period of large-scale operation, worked out what he calls his "Beauty Budget."

Martin Richards, president of a Los Angeles trucking company operating 75 pieces of equipment, is the moving power behind this unique method of handling the beauty factor.

"The appearance of your trucks," Mr. Richards declares, "is the outward evidence of the state of your business. It is what personal appearance is to the man seeking a job."

PUTTING aside for a moment the business philosophy behind that statement, it is enlightening to consider the system by which this truck owner has achieved a solution to the problem of keeping his equipment looking bright at a minimum of cost.

Included in the shop crew is one man who spends his entire time painting and cleaning trucks. This man is the Beauty Budgeteer in concrete form.

The equipment of the Richards Trucking Co. divides itself logically into two classes. There are the light van-type bodies which are used to pick up freight within the metropolitan areas at the company's three main terminals and carry it to the terminal docks. This type of equipment may be referred to as the "light equipment."

The Beauty Budget

The Pay-Out

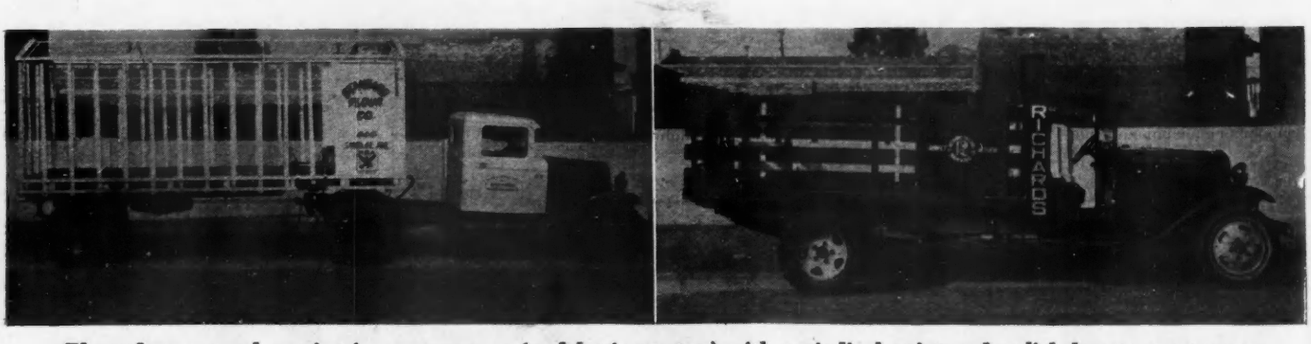
THE annual cost of beauty treatments for 75 trucks operated by the Richards Trucking Co., Los Angeles, averages $2,000.

The Pay-Off

"THE resulting appearance of your trucks," says fleetman Richards, "is the outward evidence of the state of your business. It is what personal appearance is to the man seeking a job."

BETWEEN the main terminals, situated at Los Angeles, Santa Anna, and the Los Angeles harbor, the cargoes are hauled on heavy-duty truck-tractor trains made up of trailers and semi-trailers. Only side-rack-type bodies are used on this equipment, which may be styled "heavy equipment."

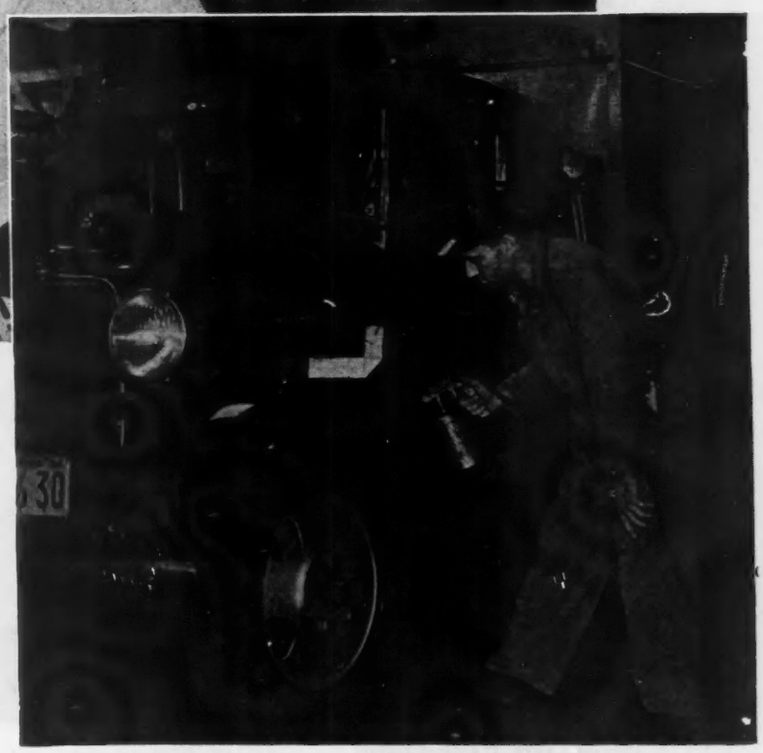
All light equipment has a high-grade enamel finish sprayed on. Six coats are usually applied. The finish is protected by regular polishing by the drivers. A polish kit is supplied each driver and he is held responsible for maintaining the appearance of his truck. The light equipment is painted regularly once a year, and is washed monthly. The washing is done by a high-pressure gun shooting water at better than 300 lb. pressure. A soap compound mixes with the water as it goes through the gun. The washer is able to reach all parts of the under-frame where mud collects.



These dapper trucks maintain appearances (and business, too) with periodical paint and polish beauty treatments

Marion Nixon gives herself a beauty treatment for RKO'S "Strictly Dynamite" while Beautician Max Factor looks on

A STANDARD paint finish is used on the heavy equipment. A gray primer coat is followed by several coats of dark green, which color has been adopted by the company as the most practical. The primer coat is brushed on, due to the large absorption of paint by the raw wood. The top coats are, of course, sprayed. The heavy equipment is painted at least every 18 months and washed every two months. Sometimes particular pieces of equip-



Trucks go Hollywood, too, with a facial to please customers

MARTIN RICHARDS

" . . . I would just as soon have one of my trucks running around with only half a crankcase of oil as have it looking as if it had been through a war."

ment become dingy and are called in for a paint job before their scheduled time, but the 18-month period is never exceeded.

"I would just as soon have one of my trucks running around with only half a crankcase of oil," Mr. Richards says, "as have it looking as if it had been through a war. Anyway, the shipper would be ashamed to have my equipment drive up to his office."

DURING the last five years Richards has been increasing the amount of painting jobs done on his trucks. This has been done in spite of the fact that improved washing methods and cleaning compounds have made the cleaning process "kinder" on the finish. The shortened intervals between paintings may be attributed to two factors.

First, new types of enamels have a much shorter drying period than did the old-fashioned enamels and lacquers. This permits a truck to be painted without tying it up over a protracted period. Better paints and painting methods produce more lasting colors, and are easier and quicker to apply. Richards is concentrating on the latter advantage.

SECOND, it is Mr. Richards' business philosophy that it is not sufficient to keep up to past appearance standards, even if that can be done at reduced cost. The press of present-day competition is forcing truck owners to greatly improve the looks of their equipment. To quote Mr. Richards on the matter:

"I am certainly not painting my trucks more often because paints are poorer and painting methods less efficient than they used to be. Both have been greatly improved. But if my painter can finish more trucks than he could with the old, slow-drying paints, so much the better. I am certainly not going to shift him to some other department part of the time. If paints keep fresh longer, and washing compounds are easier on the surface, my trucks will look that much brighter. I am not going to merely keep the standard of appearance I had 10 years ago because I can do it cheaper now."

WHAT is the total annual cost of beauty under this budget system? The painter receives a salary of $100 per month. The monthly cost of paint, soap compounds, repairs on the pressure gun, water, and electric power run between $50 and $75. That makes a total average annual cost of about $2,000. Mr. Richards feels that it is worth it. If the present trend away from ugliness in business continues, he is ready to increase his budget.

NO owner of a high-grade department store can afford to have a dirty and battered truck drive up to his establishment. He spends thousands of dollars giving the interior and exterior of his store an appearance of beauty and prosperity, and he isn't going to have his work nullified by a truck that looks as though it came from a company about to fold up.

THEN there is the problem of a color scheme. Many operators allow the color scheme of their equipment to grow in a haphazard way, or vary it with different trucks so that it advertises nothing but the rainbow.

A color scheme should do two things: it should characterize the truck and so set it apart as belonging to a certain organization, and it should be made up of colors that do not tend to fade or show dirt too easily.

THE Richards Trucking Co. has adopted the following scheme after many years of experimentation: Bodies, dark green; wheels and chassis, silver; fenders and radiator shell, black; the emblem of the company in red. The emblem is placed on the side of each piece of equipment by a transfer process.

Richards' attitude on truck appearance was recently vindicated in a rather startling way. After a long period of discussion, a contract was about to be signed with a large distributor of flour. One of the terms of the agreement was that two new trucks should be bought for special service on the job. The final point which the flour distributor demanded before he would sign the contract was that the trucks should be painted in the color scheme of his company.

THE company signing that contract was no dainty, feminine organization. It hauled flour—just ordinary, prosaic sacks of the world's most everyday foodstuff. Yet the appearance of the trucks that would haul for this company meant so much that it refused to sign unless the color scheme suited.

There has been a great deal of talk about codes, and fixing rates and methods of competition. Without discussing concrete proposals, it is safe to say that the days of rate-cutting as the chief method of attracting business are gone. It is time to look about for a new means of getting tonnage. There is a simple and very effective means lying handy—the Beauty Budget.

OPERATORS who cling to the idea that appearance is a minor factor are staying on a sinking ship. The problem may vary with the individual company, but the principle is the same:

The appearance of your trucks is the concrete evidence of the condition and progressiveness of your business.

High pressure washing keeps up high pressure appearances

The "Ideal" Fleet Truck

Survey of Operators Results in Agreement on Certain Standards To Bring Down Servicing Costs

By F. L. FAULKNER
Manager, Automotive Department
Armour & Co.*

IT has been aptly stated that engineering design consists of happy compromises. But, unfortunately, too many of these compromises made in favor of passenger cars, when used in truck design, have proved too costly to the operator. This fact becomes apparent when viewing the history of the automobile industry, during which time the automobile developed from a pleasure-type vehicle to a business necessity. The motor truck, developed after the pleasure car, carried with it many elements of design of its predecessor. If those developments cause mechanical failures in pleasure cars, they are seldom more than annoying. In a truck, however, such failures prove costly when a customer is disappointed over a late delivery because of the delay.

It would be unfair, of course, to place the blame upon the manufacturer because of a lack of standardization and uniformity of truck performance without giving due credit to the fine improvements in mechanics and design. However, it is fully realized that there is room for further economies in operation if only the sympathy of the manufacturer can be aroused to take cognizance of the fleet operator's needs.

INVESTIGATIONS made by the transportation and maintenance committee of the Society of Automotive Engineers among a large number of operators confirms the belief that there is a wide variance of opinion among operators as to just what they do want in the way of truck design that will facilitate maintenance and reduce operating costs. However varied the tabulated opinions were, indication was that there is room for considerable improvement.

It was necessary to prepare a questionnaire from which the various opinions could be tabulated. This list of questions was sent to many outstanding operators with requests for their recommendations as to standardization. It appears when checking through the returns that much of the criticism against manufacturers is due less because of fundamental design and more because of a lack of coordination of units in making up final assembly, as a preponderance of evidence shows that there are entirely too many extreme cases of inaccessibility of parts for both minor and major servicing.

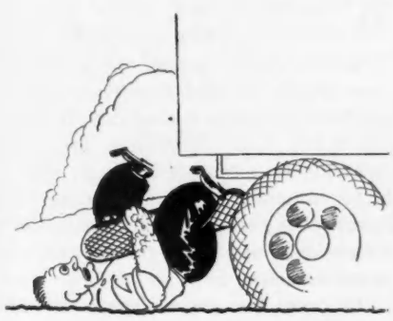
KEEPING in mind the recommendations for standardization, it is not advocated that all types of vehicles should be so closely standardized that they would lose their identity, but it is felt that many items of design could be standardized among vehicle manufacturers with marked improvement in maintenance. The following is a brief compilation of major recommendations by operators, suggesting the design of what to them would be the "ideal" fleet truck. They believe that certain such standards would reduce servicing costs.

FRONT BUMPERS—Type: channel bar. Height from ground: light trucks and cars, 17 in.; heavy trucks, 23 in.

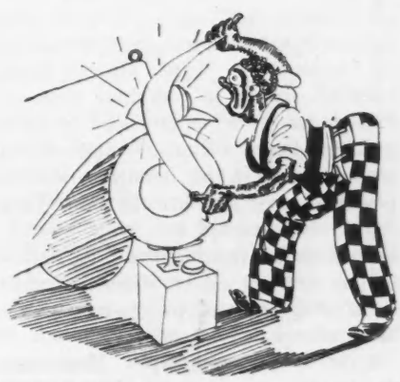
RADIATOR GUARDS—Many operators recommend and use radiator guards on certain classes of equipment, but it is the consensus of opinion that radiator guards should not be furnished as standard equipment.

RADIATOR GRILLS — Non-essential, and contribute to higher maintenance cost without any return for the investment; not recommended.

CHROMIUM PLATING—There has been a definite trend on the part of many manufacturers to chrome-plate



Tire racks can be easier on drivers



Bright-work puts accent on "work"

* Excerpts from S.A.E. Summer Meeting paper.

all trim parts, such as bumpers, headlamps, headlamp tie bar, radiator shell, radiator grill, hood side doors, cowl beading, windshield frame. It is generally agreed among operators contributing to this study that bright parts should be held to a minimum of headlamp, door frames and radiator shell.

RADIATOR—Type: tubular; mounting, rubber; fill opening size, 2½ in.; location, inner left-hand side. Provision should be made in sod pan to permit of collecting drainings from radiator without waste, as many operators use permanent-type anti-freeze solution.

ENGINES—The oil filler pipe should be a minimum of 2 in. in diameter, located on the left-hand side of engine. The oil gage should be of stick type and located on left-hand side, with sufficient accessibility to assure accurate gaging. It has been suggested that oil sticks be provided with a flared collar which fits snugly to crankcase when in running position to afford better seal against oil leakage and to prevent foreign matter from working in around the stick.

CRANKCASE drain opening should be ¾ in. minimum, plug type, with recess for ⅝-in. square-head wrench. The oil pressure regulating valve should be located on the left-hand side, with external adjustment, where same is readily accessible. Flywheel timing mark should be visible from the front right-hand side of engine. Exhaust manifold flanges were given very serious consideration, but due to variation in design we are offering no recommendation as regards their standard. It is hoped, however, that designing engineers will give this matter serious consideration from a standpoint of stud diameter and available gasket area.

CLUTCH HOUSING should be provided with external fitting that is accessible from under right side engine hood for lubricating clutch throw-out bearings.

TRANSMISSION — Filler opening: location, left side. Transmission case at lubricant level. Size, minimum, ¾ in. diameter. Type: elbow. Drain opening, size ¾ in. minimum plug, recessed for ⅝-in. square-head wrench.

REAR AXLE—Filler opening should be minimum ¾ in. diameter, located center of cover at lubricant level. Plug should be recessed for ⅝-in. square-head wrench. Drain opening located at bottom center. ¾-in. diameter minimum plug recessed for ⅝-in. square-head wrench.

CABS — Two-man type. Mounting: three-point suspension. Ventilation: top of cowl in center, minimum. Dimensions: inside height, 50 in.; inside width minimum 50 in.; inside back to dash, 36 in.; height, floor to top seat cushion, 13 in.; height, floor to steering wheel, 22 in.; door width, minimum 31 in. Door hinge at front.

INSTRUMENT BOARD—It is recommended that all control devices be removed from the steering wheel and the instrument board and be equipped with the following: speedometer, oil pressure gage, head indicator, ammeter, gasoline gage, choke control, throttle control and light switch. It is further recommended that high and low-beam lights should be controlled by foot switch, located at left of clutch.

GASOLINE TANK—Two recommendations are necessary for location of tank, due to wide application of passenger type chassis for commercial work. Light trucks and passenger vehicle tanks to be located at rear of frame. Large truck tanks to be located under cab seat. Fill openings to be of elbow type, minimum opening 2 in. diameter. Location, left side, outside cab. Stand pipe to be baffled. Tank cap to be of bayonet type. Tank drain ½-in. plug.

LUBRICATION FITTINGS should be of the zerk snap-on type.

AIR CLEANERS—An adequate air cleaner of the oil-bath type should be standard equipment on all types of vehicles.

OIL FILTERS—An adequate oil filter of the cleanable type should be standard equipment on all types of vehicles. Location, left side engine, accessibly mounted for cleaning.

HORN—A horn of electric type, located under engine hood, is recommended. We are not prepared at this time to make any recommendations as to rating of a horn for general commercial use.

WINDSHIELD GLASS — Shatter-proof safety glass should be standard for all cab windshields.

WINDSHIELD WIPERS—All cabs should be equipped with two wipers. Method of drive optional; vacuum preferred.

REAR-VIEW MIRRORS—Type of bracket: tubular. Length adjustable with minimum of 12 in.

FRONT FENDERS—The conventional type of front fender appears to be generally satisfactory. However, many operators are requesting that a coach-type fender be made optional on the part of the manufacturer.

WHEELBASE AND FRAME LENGTH—This subject has been reviewed again among the operators contributing to this discussion and it has been generally agreed that the present S.A.E. C.A. dimensions are satisfactory. It is hoped, however, that a larger number of manufacturers will incorporate the present C.A. standard dimensions into their present line of motor vehicles.

BATTERY LOCATION—There is con-

(TURN TO PAGE 53, PLEASE)

The Facts in a Nut-Shell

IT is the opinion among operators of large fleets of motor vehicles that a material reduction in servicing costs could be made, providing manufacturers of vehicles cooperated with them in effecting standards of such items that do not enter into their fundamental design, but which affect vitally the mechanical servicing of these units.

This opinion is based on a review of the numerous items that need constant servicing of which there are 26 major ones. It is hoped the questionnaires sent among fleet operators and briefed in this article will accomplish two things. First: a more unified opinion among operators as to their actual needs. Second: a better understanding and a more sympathetic attitude on the part of the manufacturer to the operator's requirements.

F. L. FAULKNER

". . engineering compromises made in favor of passenger cars, when used in truck design, have proved too costly to the fleet operator."

Ears to the Ground

Giving You Information Some of Which Is Inside, Some Advance and Some Just Unusual

Okay for Trucks

PROBABLY you read the newspaper accounts of the synthetic rubber tires developed by the Dayton Rubber Mfg. Co. We did, and we were curious to know if the synthetic tubber would stand up in truck tires. So we wrote the factory. Vice-president Friedlander responded: "When the demand for synthetic rubber tires enables us to go on and make them regularly, we will undoubtedly manufacture the truck sizes as well as passenger car sizes."

An Oil Signal

There's a device on the market which clamps on the dash and automatically flashes a warning the instant the oil in the crankcase becomes low or thin, or the pump fails. The warning point may be adjusted by the truck owner, at one or two quarts below full or at half crankcase level. There is no flash when rounding curves, climbing grades or making quick stops. It is reasonably priced, and easily installed. If you're interested, drop us a line and we'll see that you get complete details.

Now It's Frozen Salt

Now we have frozen salt, or "Salt Ice," competing with solid carbon dioxide (known more popularly as Dry Ice and Carbonice) for favor as a compact refrigerant in the truck market. "Salt Ice" is made by mixing water and rock salt in the proportions of 76.7 per cent water and 23.3 per cent salt. The brine is frozen into ribbons, flaked and compacted under pressure of 25 tons into 30-lb. cakes measuring 10 in. x 10 in. x 8 in.

It's a Lot Cheaper

"Salt Ice" melts at a uniform temperature of −6 deg. Fahr. The brine can be used over and over again. Three pounds of "Salt Ice" are said to do the work of 1 lb. of solid carbon dioxide. The latter ranges in price from 2 to 4 cents per lb., while 3 lb. of "Salt Ice" can be produced by the average user at ¼ of a cent a lb. Compared with the old standby—crushed ice and salt—the new product costs less, is more convenient and absorbs 18 more B.t.u.'s per lb. If you want to know more, just write in.

This is a "Sentinel" steamer. See item entitled "A Steamer in Our Midst"

Oil Converter Ready

The fuel oil converter mentioned here last month is now ready for the market. It converts a gasoline-burning internal combustion engine into a fuel oil burner. The adapter can be used on any type gasoline engine and adds only 5 to 7 lb. to its weight.

Shows Up in Tests

In a test, witnessed by men from the truck industry, a decrease of 24.2 per cent in fuel consumption was shown when running full throttle on oil, together with an increase in revolutions per minute. No mechanical changes or carburetor adjustment were made. A 636-mile road test, which ordinarily requires 270 gal. of gasoline costing $48.60, was made on 205 gal. of fuel oil costing $14.35.

This combination gasoline tank and trailer has been operating for months between Enid, Okla., and Denver, Col., handling 2200 gal. of gasoline and 5 bbl. of oil one way and 17,600 lb. of potatoes on the return trip. Carries its own fuel, 100 gal., in the rounded nose above the deck

Diesel for Ford?

While on the subject, it may interest you to know that Arthur Brisbane has quoted Henry Ford as saying: "The Diesel has got to come. I do not know or care in just what shape, but it is our business to find out." Brisbane says expert guessers think Ford's next stunt will have something to do with "a Diesel engine in the new 'Lizzie'."

On the Way Up

A prominent truck manufacturer is planning to make an unusual heavy-duty announcement just after the worst of the summer's heat is over. We've seen pictures of it and it's a brilliant achievement.

A Steamer in Our Midst

F. G. Goddard, director, The "Sentinel" Waggon Works, Ltd., England, dropped in on us to say that he was in this country with a "Sentinel" truck which he will demonstate for several months. The job is a steamer (see illustration) with a 4-cylinder, single-acting, poppet-valve engine that develops 120 hp. at 1200 r.p.m. It is capable of a road speed of 50 m.p.h. Mr. Goddard will be glad to hear from operators and any firm which would care to consider taking over "Sentinel" manufacturing rights in the U. S. He may be reached c/o Turner's Transfer, Box 175, Greensboro, N. C.

Chance for Right Man

We have been in correspondence with a man who wants to contact an individual who could take complete charge, from designing to producing and helping with sales, of a small truck and trailer assembling plant to be located in a southern State. Investment in the venture is not an absolute requirement. We will be glad to forward correspondence.—G. T. H.

Perfect Circle piston expander

Dope on Piston Expanders

Experience of Fleet Men Shows That Use of Expanders Extends Cylinder Reconditioning Period

WHAT do you know about piston expanders?

Do you know where to install them to get the best results?

Do you know when to install them?

Do you know what to expect of them after you have installed them?

COMMERCIAL CAR JOURNAL has attempted to gather the information which, if conclusive, would answer these questions. Included in this effort was the contacting of piston expander manufacturers for the purpose of having them shed as much light as they could on this recent development of truck maintenance. In addition, almost 100 fleet operators were questioned for their experience and opinion.

A VERY limited number of the operators said, "It's spinach and we want no part of it." Others are still experimenting to find their capacity for green groceries, and still others, forming by far the largest group, have found that expanders very definitely add calories to their maintenance diet.

It was hoped that the few who have already turned thumbs down on the idea would be able to give some definite information which led to their decision. This was not the case. Some of them have given piston expanders no trial at all and consequently remain on the books as a job for a good salesman. The others have done very little experimenting with any device for expanding pistons, and the small amount of experimenting that has been done has taken place under varying conditions with miscellaneous types of vehicles and only sketchy records of the accomplishment have been kept.

THE operators in the second group are reluctant to give any opinion as yet because they have not satisfied themselves that they know what they

By
HENRY JENNINGS
Technical Editor

are talking about. Some of them have reached a definite conclusion on one type of piston and are still trying to get facts on the ability of expanders to perform on other types of installation. There are a number in this group who are uncertain, who have made installations so recently that sufficient mileage to give them a true picture will not occur for some time.

The opinion of the third and largest group can best be summed up by quoting the opinion of one of their number. Some of this group will not agree completely with the mileage totals as he states them and others will not agree with the one-thousandth of an inch of wear as he finds it, but in the main this is their story:

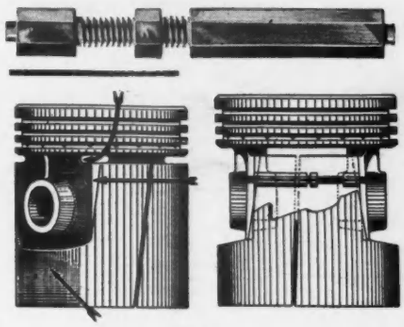
"YES, I use piston expanders. Especially in the lighter trucks. In the past when the trucks reached 20,000 miles we tore them down. The cylinders needed reconditioning and it took .020 of an inch to clean them up. This limited our light trucks to 60,000 miles, because we were not very successful in removing more than .060 of an inch from the cylinders of any of our light jobs.

"No, we run them 20,000 miles, pull them apart, install piston expanders, and send them on their way. The expanders make them last for another 15,000 to 20,000 miles, at which time we recondition the cylinders without digging out any more metal than we would have at 20,000 miles. Thus, we are able to make the engines outlast the rest of the truck."

NONE of the operators questioned had anything to contribute relative to the performance of piston expanders when used inside of cast-iron pistons. For the most part, they are not willing to attempt to expand this type of piston because, in most cases, they have been told that in order to get maximum results the skirt of the piston must be slotted with a hacksaw. Such treatment of a piston brings forth a fear of piston breakage and so far no one has convinced them that their fears are unfounded.

A PARTS jobber, who has long been aware of the importance of the truck industry as a buyer of his merchandise, gives this version of piston expanders: "We want to sell piston expanders with every single alloy piston ring installation. We are not so sure yet about the cast-iron piston jobs. True, they give us a plus sale, but that is not the point. Piston expanders take the overload off the rings and, right now, rings need all the help they can get. We cannot afford to have ring failures among the users of our rings, and piston expanders are helping us in this respect."

"May I call to your attention the fact that many of the manufacturers of expanders also make piston rings. Certainly piston rings represent the largest part of the business to the combination manufacturers and they have no desire to admit that their rings need some help unless it is true."



Hoof-Ross piston expander

American Hammered expander

Simplex piston resizer

RIGHT here, the reader may ask, "Why do we need piston expanders? Rings have taken care of us in the past. What change has come about that even brings up the question of piston expanders?" The answer is that the speed of piston travel has been increased greatly. This increased speed alone makes the oil control problem more difficult, as anyone who has operated trucks over fast routes can testify.

As a result of this increased speed, alloy pistons have become popular because it was desirable to reduce the weight of the faster-traveling pistons. Whether it is wear or collapse, is uncertain, but the alloy pistons assume a smaller skirt diameter more quickly than do the cast iron. The increased speed also causes more rapid wear of the cylinders. These facts impose a new set of conditions upon the rings. They are traveling at higher speeds and they have a tougher job forced upon them because of the increased clearance between the piston and the cylinder. That rings need some help to take care of these unusual conditions is no criticism of the rings. And the introduction of expanders is simply an acknowledgment on the part of the engineers that new ailments require new treatment.

Certainly no one can accuse the expander manufacturers of routine thinking. One look at the various expanders would dispel any such idea. So many completely different features could not possibly be the expression of one school of thought. As a matter of fact, the manufacturers are not in complete agreement as to what causes the excessive clearance between the piston and cylinder wall. They are in agreement only on the obvious point that excessive clearance can be taken up by expanding the piston. But when it comes to the method by which this expansion is to be brought about, the makes differ decidedly.

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Servicing Babies by Truck

Delivery of Diapers and Collection of Discards is Novel Laundry-to-Nursery Shuttle Service and Field for Trucks

By STANLEY GERSTIN

IT started in Chicago about two years ago when Albert Lau, a bond salesman, was giving a party. There was a discussion of ideas for beating the depression and someone suggested a diaper laundry as a clean, economical business. (Laughter.) The next morning (as the story goes) Mrs. Lau said, "Well, how about a diaper laundry?" whereupon Mr. Lau gave up selling bonds and opened the Dy-Dee Wash, the Original and Approved Scientific Institute of Diaper Hygiene.

At first the customers could be counted on ten fingers. Now the business grosses $20,000 yearly. As someone stated, "Last Winter's blizzard tied up Chicago's traffic and street cars, but the Dy-Dee trucks went through." This was a pretty compliment to the efficient part trucks play in the diaper business. Babies can't wait, you know.

Diaperman Lau operates only in the Chicago area (which leaves a lot of space for others to operate in this promising business), employs half a dozen or so help, runs three trucks and a small laundry building. Of his yearly gross business about $8,000 goes to Lau as profit. A personal touch in the business seems to be the secret of Lau's success. He admires babies, calls up to ask after their health if a customer has been ill, and instructs drivers to show friendliness to babies along their routes.

Matrimonial Influence

This baby diaper laundry business apparently exercises unusual influence on the employees. The last four in turn have entered the realms of matrimony after working at the Dy-Dee Wash only a short time. Probably figured caring for babies now will be a cinch. The last the writer heard was that diaperman Foote himself would be married by the time this story appeared.

Lilliputian Bazaar

The lost and found department has become a regular division of the laundry. Dozens of containers are usually brought back to the plant containing dolls, other toys, and even children's clothes. Such items are not discovered until the containers are opened. Several cartons of stuff are still on location waiting for owners to claim their things.

DIAPERS are delivered in sanitary green-enameled cans, lacquered in gold on the inside, fitted with a handle for carrying, and are cleansed with special antiseptic soap. Mr. Lau believes that if he can get at least 1 per cent of the 50,000 or 60,000 babies born about Chicago every year, this business would net him a comfortable income.

Just how vital a role the truck salesman played in this depression-breaker business is manifested by the fact that the salesman was responsible for the spread of the business in Eastern Pennsylvania. About a year and a half ago —that is, six months after Mr. Lau's party—a scene similar to that in Chicago was enacted in Narberth, Pa., a suburb of Philadelphia. A truck salesman who had attended Lau's party was also present at this one and related the interesting story. Next morning the same remark was made to Philip H. Foote by his sister, who has two children. (He himself is an eligible bachelor.) "Well, how about a diaper laundry?" So Mr. Foote and Thomas J. Skillman, Jr., took a trip to Chicago, got the facts from Mr. Lau, came back to Narberth, equipped a laundry, bought a truck and waited for business.

AT first, mothers were prejudiced against using strange diapers or allowing a laundry to wash their babies' diapers, and business dragged.

Here are the customers—there are more like these throughout the land

Here the diapers are washed, dried and wrapped

Diapermen Foote and Skillman load their truck

Prejudice, however, soon gave way before science, the idea took root, confidence grew, and now two trucks are busy making deliveries.

Today the Dy-Dee Wash, Inc., of Narberth, washes and delivers 15,550 diapers weekly, 8 tons, four times a week to approximately 500 customers. Diapers are purchased ready packaged and are delivered 24 in a metal container. A baby uses the same set of diapers supplied new by the laundry and which usually lasts the diaper-life of a child (12 to 18 months). When they are through, what is left of the threadbare

things is given to the hospitals. Some people supply their own diapers.

Customers are obtained chiefly through hospital recommendations and the Dy-Dee Wash truck may be seen in the hospital drive-way about the same time that the stork arrives. Approximately 40,000 babies are born in and around Philadelphia every year, so problems of birth decline do not now worry diapermen Foote and Skillman.

WHEN asked how business was obtained, diaperman Foote replied, "That was a tough one. We just sat around. Advertising was difficult and expensive. We contacted the hospitals and sold them on the idea. We watched the birth lists and society columns. We had to break down a lot of prejudice. The first few customers were very hard to get and things looked discouraging. We hung on, and a good thing too, because now we are going places."

These young laundry men (they've only been out of college several years) now have a regular story as to why their service should be used. They say —it is the modern dependable method of diapering your baby. It is recommended by your physician, hospitals, and over 500 pleased customers. It is a time saver—permitting more leisure time. It is a money saver—no diaper costs—no container to purchase —no soap expense—no increased water, gas or electric bills. It gives absolute assurance that the diaper used on your baby is sterilized, and is free from all harmful irritating chemicals. The clean, sterilized diapers are delivered to the door every day in clean metal containers which have also been sterilized and lined with wax paper. The container serves as a receptacle in which used diapers are placed and in which they are removed at each delivery.

DIAPERS are washed in the most modern fashion and finished tumbled. The cans are sterilized and lined with a waxed paper bag in which fresh diapers are inserted, and the container is then ready for delivery. The containers are supplied by the Acme Can Co., Philadelphia.

The average number of diapers used each day per baby is about 18 Their biggest customer, says diaperman Foote, was an unusually wet "repeal" baby who used 36 per day —but that was unusual.

Diaper service is not a luxury in cost as some people would think. Prices run somewhat like this: 63 dydees per week at $1.25; 84 per week at $1.45; 126 a week at $1.75. Babies rarely use over that number.

THE business is clean and economical. The trucking service costs about 40 cents per week per customer —making four stops a week at a rate of 10 cents a stop. Deliveries are made in two ½-ton trucks. Each truck carries a load of 50 packages, two loads a day, and cost per mile of operation including salaries is estimated to be about seven and one-half cents. Trucks cover from 100 to 150 miles a day. Diaperman Foote says that the business could not be conducted without trucks because the customers are scattered and cannot otherwise be reached economically. A third truck is being considered.

There are other such services throughout the country. The Di-De Service, Jersey City, N. J., plans to begin operations early this fall. According to their prospectus they will operate a fleet of trucks of both the light delivery and heavier van type. The company plans to pick up and deliver to customers from remote delivery stations using light type trucks, while transfer between the remote stations and the main plant will be made in heavy trucks.

CLEAN, sterilized diapers will be wrapped in cellophane. After use they are placed in metal containers and removed at regular intervals. Specially designed racks are to hold the containers. At the plant the racks are removed from the trucks, placed on conveyors and moved to the washing room.

From these plans, it seems that an active salesman might find this prospect a very promising one. Similarly, just as the diaper laundry idea was carried from Chicago to Narberth by a truck salesman, so may others carry the idea and start this new business rolling—as well as their trucks.

THERE are now approximately 14 diaper laundries throughout the country. In addition to those already mentioned, they are: The Baby's Valet, Oak Park, Ill.; Allen Laundry Service, Allentown, Pa.; Dates Laundry Service, Kenmore, N. Y.; Sani-Dide Service, New York City; Grant Geiger, Peoria, Ill.; Dy-Per Service, Inc., Indianapolis; Crawford Laundry, Detroit; Dye-Dee Wash, Denver; Napps Laundry, Los Angeles; Martins Dy-Dee Wash, St. Louis, and Baby's Dydee Service, Inc., Brookline, Mass. The full extent of this market becomes significant when we consider that if a truck delivered 1000 diapers a load, two loads a day, 18 diapers to a baby, it would require 19,800 trucks to deliver 39,600,000 diapers daily to our yearly crop of 2,200,000 babies.

Freshly laundered diapers are delivered in these containers lined with wax paper

Governors Save 7-10% on Gas

Longer Engine Life and Reduced Tire Wear Also Proved by Tests on Governor-Controlled Vehicles

By WILLIAM E. FRAZER
West Coast Operator

IN the March, 1934, issue of COMMERCIAL CAR JOURNAL, this writer explained in some detail the manner in which the fleet with which he is connected was conducting tests to prove or disprove the efficiency of governors with respect to economy in fuel consumption and maintenance work.

This test disclosed the fact that the average gasoline consumption for governor-equipped vehicles for the 12 months' period was 7½ per cent less than for the vehicles not so equipped.

The 12 months' test made in the above manner was not, however, considered conclusive, and two more types of tests were decided upon, to be made consecutively. This article will deal with the six months' results of the second type of tests which showed fuel consumption savings around 10 per cent.

Fig. 1. The tire on the left showing even wear was used on a governor-controlled truck. The other, used on a non-equipped truck, shows spotty wear due to high-speed get-away and sudden stops. Governors control this high-speed movement

THE vehicles used in this test were also employed in test No. 1, but they were assigned to different drivers in different localities, performing, in some instances, similar types of work to their assignments in test No. 1, and in other instances performing different types of work. The basic idea of making this test was to determine what effect different drivers, or different road conditions, or different work, had upon the efficiency of vehicles equipped with governors, and those not equipped with governors, as compared with the results obtained in test No. 1.

The results of this test in general continue to indicate that the careful use of governors does result in fuel economy, although it must be remembered, as stated in my previous article, installations must be made discriminately.

For ready reference in following the transfer of each vehicle from old assignment to new assignment, the following table is submitted:

	Test No. 1 OLD JOB		Test No. 2 NEW JOB	
Car No.	Job	Mi. Per Gal.	Job	Mi. Per Gal.
†1	A	13.1	B	13.1
2	C	12.5	A	11.1
†3	B	11.8	D	15.1
†4	K	10.1	E	11.0
5	F	13.7	C	12.0
6	G	8.9	H	11.4
7	I	8.7	J	11.1
8	Inoperative		F	13.6

† Governor-Equipped.

Car No. 1 was transferred to job B for test No. 2, after having been on job A during test No. 1. From the table it will be seen that the change in drivers and territory covered had no effect upon the fuel consumption either way. This car, a pick-up model, is equipped with a governor.

WHEN Car No. 1 was transferred from job A to job B, car No. 2 was transferred from job C to job A. This is the same type and make of car, and the same age, as was car No. 1, except that it is not equipped with a governor. Its average gasoline consumption for the six months' period on job A was 11.1 miles per gallon, which indicates that of two identical cars on the same job, with the same driver, the governor-equipped vehicle proved to be the most economical in fuel consumption by two miles per gallon. Car No. 2, while on its old job C, had averaged for 12 months 12.5 miles

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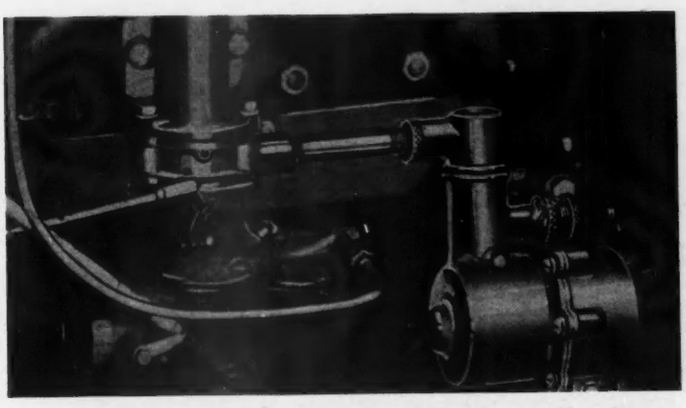

Pierce governor designed especially for A and B Ford engines

The Romance of Roads

A Brief Ride Over the Rutted Roads of the Past That Will Jolt Operators Into Appreciating Highways of Today

WHEN Barney Oldfield first roared down a road at a mile a minute two significant factors contributed to the success of his now famous ride. The first, as we all know, was motor performance. The second, to which only a few of us have given consideration, was the condition of the road. Barney could never have made that run if he had to drive over "The Street Called Straight," or the "Wilderness Trail" in the wake of our ancestors. Had he tried, he would have had what we term the "jitters."

A light commercial or heavy five-ton truck would have found the going rather difficult over any of the ancient traveled roads now as famous, perhaps, for their crudity of construction as for their historical lore. Imagine yourself trying to go places over the ancient roads of China or over Daniel Boone's wilderness trail. Then think of those same highways as the modern, concrete arterial routes of today. What a difference driving rapidly and in ease over modern roads in comparison to the roads commerce had to travel a thousand years ago!

Road Future is Rosy

A STUDY of highway transportation proves that the evolution of roads has kept pace with advances of civilization, and with scientific developments in the field of highway transportation.

Evolution is continuous and in the future we may expect such improvements in highway building and in traffic routing as will make present roads seem like tortuous trails. We can confidently expect high-speed commerce between cities, with consequent reduction in traveling time and operating cost.

PICTURE yourself behind the wheel of your truck ready to travel the roads of the world just as it is told in Ford gardens at the Ford exhibition buildings at the Century of Progress Exposition. In a few minutes we will cover 19 of man's greatest highways that took 25 centuries to develop. At the exhibition, replicas of these roads of the world may be seen, each 100 ft. long. Start from the oldest known road:

GREAT CARAVAN ROUTE—composed of nothing but fine white sand. It is a beaten track across the Sahara desert lined with the bones of millions of dead animals, bleached and preserved through thousands of years under the burning suns. Its origin is practically ageless.

Perhaps next in age are the IMPERIAL ROADS OF CHINA. Stones of all shapes and sizes, uneven, badly spaced, slippery in wet weather. Usually used only when parallel trails become mires. Stretching from Peiping into the Western hills. Begun about 1250. Today,

1. Great Caravan Route through the Sahara Desert—oldest of known roads

A. Sweeping view of Exhibition Hall in the Ford exhibit. Many of the old type buggies and early cars may be seen here.

3. Roman road which once echoed to the tread of Caesar's legions

4. Canadian Plank Road introduced in Canada in 1920

however, China has 30,000 miles of modern roads.

THE STREET CALLED STRAIGHT—Built in Damascus, oldest town in the world. One of the earliest and most famous roads mentioned in the Bible. Made of stone blocks with gravel between.

GRAND TRUNK ROAD OF INDIA—Starting near Calcutta and extending 1500 miles, includes Khyber Pass over which Alexander's legions passed 40 centuries ago. Usually natural dirt beaten by the pounding feet of men and animals, and the weight of wheels, for centuries. It has been surfaced with broken stone and broken bricks only within the last 100 years.

ANCIENT ENGLISH ROAD—Watling Street, built across Southern England in pre-Roman times by early Britons and later rebuilt by Romans; portions uncovered in recent years by excavation date back to 55 B.C. Now part of the Great North Road from London to the North of Scotland. This road today is part of a finely macadamized system. Beneath it rest the huge stone blocks

2. Grand Trunk Road of India

laid by Caesar's army of invaders.

THE APPIAN WAY—Started by Roman Emperor Appius Claudius in 312 B.C., running from Rome to Brindisi. Built mainly of blocks of freestone, 18 in. square, closely laid. Sections are still serviceable.

ANTIOCH-BAGDAD ROAD—Section of a Roman Road near Antioch reaching as far as Bagdad and once used by the legions of Caesar in their campaigns through Syria.

BELGIAN BLOCK ROAD — The most durable of all roads; built of carefully dressed granite cubes and blocks set on concrete with joints filled with cement grout. Introduced in 1600.

LA GRANDE CORNICHE—Military road started in 1806 by Napoleon I, with a view to the invasion of Italy. Surfaced with hand-cracked stone left loose to be consolidated by the pounding of traffic.

WOOD BLOCK ROAD—Originated in Eastern Europe; cross sections of trees laid on a bed of sand or gravel for cushion; interstices filled with sand. Used often throughout the world in city streets where wood is cheap and plentiful.

5. German Kleinpflaster road

CANADIAN PLANK ROAD—Introduced in Toronto in 1835, soon spread to the United States, and in 15 years more than 2000 miles were built. The plank road has an interesting history. It was first developed in Russia. When two teams met on the plank road, it was unwritten law that the team with the lightest load turned off the plank surfacing to allow the heavier load to pass. The road was made by setting "sleepers" in the ground over which planks were laid. Earth was then stamped soundly around the ends and stringers were run at the outer edges. Over this was laid a layer of sand. Yellow pine planks were generally used, and builders figured that rebuilding would be required every seven years.

KLEINPFLASTER PAVEMENT—A German road made of broken rock, about three in. cubes, set on sand cushion in oyster shell pattern. The cubes are generally laid in mosaic pattern in Germany. In Austria and Hungary they are laid in rows at an angle of 45 degrees to the direction of the road. In Rio de Janeiro is a handsome mosaic road three miles long.

EARLY BRICK ROAD—A good paving brick on a sand cushion with a substantial concrete foundation. Used extensively throughout Ohio.

COBBLE STONE PAVING—Rounded, water-worn stones laid in sand with cement or clay binder, introduced into Mexico by the Conquistadores. Origin Germany and Spain, and used in many of the early streets of the United States.

Reproduction of one of the best examples of cobblestone pavement is that of the Cortez road, built by the peons of the great conquistadore from Ixtlan to Laruemada, Mexico. Cobblestone pavement was first developed in France about 1100 and its use spread rapidly through Spain, Germany, Belgium and Holland. When the Spanish sought the conquest of Mexico and South America and needed roads they used the simplest method of their homeland.

TYPICAL GRAVEL ROAD—One of the first type of modern hard surfaced roads, natural gravel laid on graded pike and solidified by traffic.

ROUTE DE QUARANTE SOUS—The highway from Paris to Deauville, started in 1854. This is the first road on which rock asphalt was used as a binding medium. The name comes from the fact that many Frenchmen worked out their tax of "quarante (40) sous" in lieu of paying cash.

SECTIONS of roads which, at one time or another, were popular in the United States are the trail cut through the wilderness from North Carolina to Boonesburg, Ky., by Daniel Boone, in 1775, and the location of which is a monument to Boone's ability as a practical surveyor, and a stone road, a form of construction which first appeared in the United States in the "Lancaster Turnpike," from Philadelphia to Lancaster, Pa., in 1792.

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6. Wilderness Trail blazed by Daniel Boone

7. Lancaster Pike built in 1792

This all-aluminum chassisless semi-trailer utilizes dead weight of side panels to bear stress and strain of load

A Light Chassisless 'Semi'

First Semi-Trailer Built of Light Aluminum Alloys Marks an Important Step in Reduction of Dead Weight

ANOTHER step in the industry's progress toward cutting dead weight in truck equipment has been made. It is the construction of a chassisless semi-trailer out of light-weight material.

Designing engineers will speak of it as the monocoque type, monocoque being a French word meaning "single shell." Some operators will refer to it as a frameless type. In any event the construction does away with that part of a design known as the chassis.

CHASSISLESS semi-trailers are nothing new to the industry. Experiments have been made with steel and with wood and steel. But a chassisless semi-trailer made of light, strong aluminum alloys is decidedly new. It may easily prove to be one of the greatest boons that inventive genius has given to fleet operators.

Designing of such a unit for the Baltimore Transfer Co., operating for the National Brewing Co., produced an unconventional box girder on wheels about 40 per cent lighter than a conventional wood and steel body on an all-steel semi-trailer; 15 to 20 per cent lighter than the standard aluminum body on a steel chassis, and about 5 per cent lighter than an aluminum body on an aluminum chassis.

THE chassisless unit, weighing 3705 lb. complete, is 645 lb. lighter than the former unit consisting of an aluminum body on a steel chassis. By re-

(TURN TO PAGE 52, PLEASE)

Under-side of the sub-frame which shifts the load to the side panels

Will NRA Disown Trucking?

General Johnson Is Reported Trying to Persuade Coordinator Eastman to Take Over Administration of Trucking Code

(Also see comments on page 29)

LIKE the Woman in the Shoe, NRA has so many code children she doesn't know what to do. And so, she is trying to find permanent homes for many of them, where they will be given the advantages of decent upbringing.

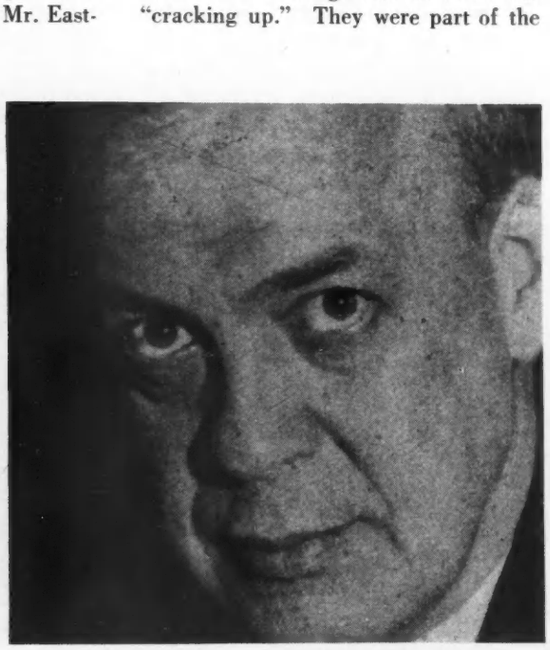
There are about 500 of these youngsters. What to do with all of them is a problem. NRA has been giving serious thought to it.

IN Washington there is talk, more or less authentic, that the process of parceling out the codes will involve the shift of the Trucking Code and other transportation codes to the Federal Coordinator of Transportation. If and when that is done, Joseph B. Eastman would be the Administrator for the Trucking Code instead of General Johnson. The idea is that transportation experts should administer transportation codes, and no one denies that Mr. Eastman is an expert in transportation, at least so far as railroads are concerned. The proposal is logical, viewed superficially.

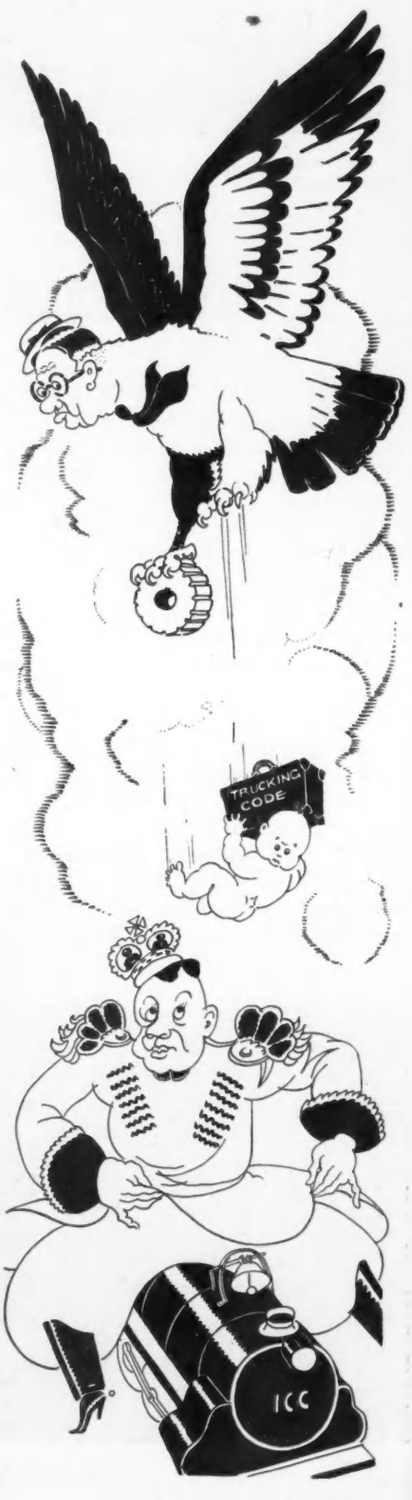
WHEN the Recovery Program first was launched, the idea was that all industries should be brought under codes and their administration left to the agencies best suited to handle them. The code-making period has passed. We are now in the code-administration stage, and serious effort is being made to perfect the latter part of the program so that it will do the most good.

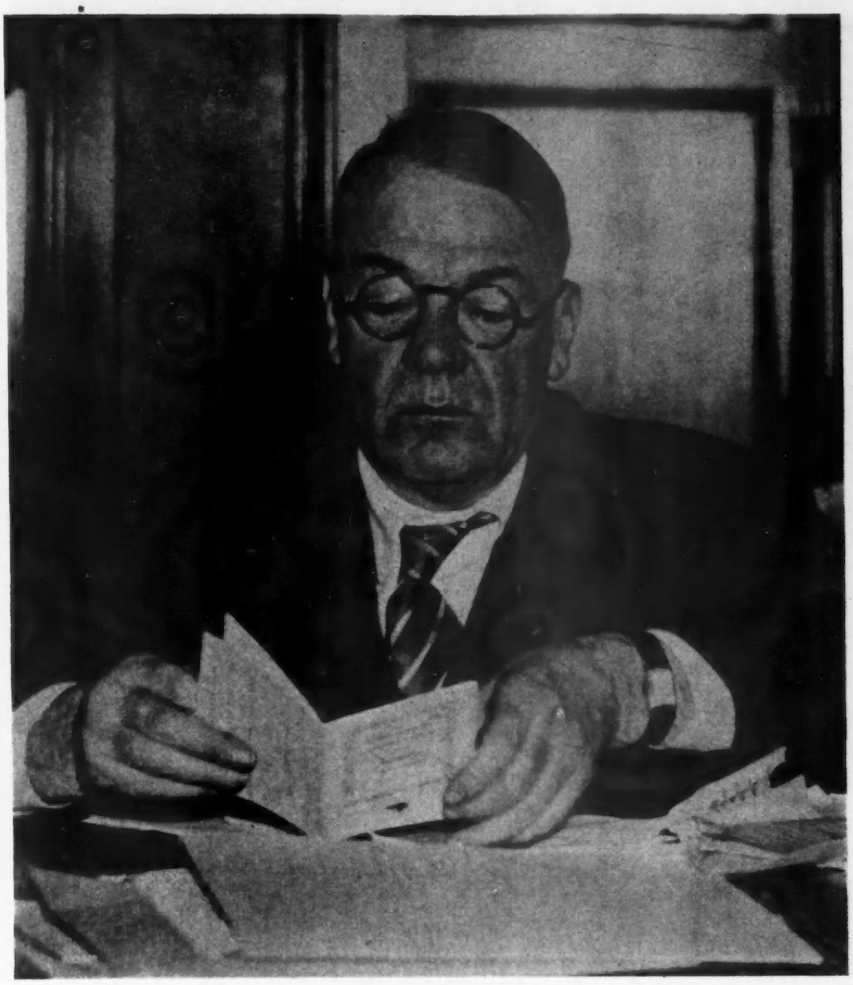
Now, with the codes learning to shift for themselves, NRA is wondering what to do with them. Industries are supposed to regulate themselves, with the Administrator acting as a sort of umpire to see that all the players and all sides in the game get a fair deal. Some, of course, do not respond to NRA treatment; most of them do. Some of the former type have been released—they just couldn't play ball. Several have been placed in other leagues, so to speak. For instance, as early as last year, Secretary of Commerce Harold L. Ickes was given the job of smoothing the troubled waters of the oil industry. And the Agricultural Adjustment Administration was handed the food industries codes to administer.

These shifts were accomplished without much comment from the knockers. There was no charge that the NRA was "cracking up." They were part of the



Federal Coordinator Eastman





NRA Administrator Johnson

program. And the program calls for further shifts. The outspoken, hard-hitting General Johnson has in mind turning over to other Federal agencies many of the codes for administration. But that doesn't necessarily mean that code regulation is on the way out. In many instances, it clearly indicates a strengthening of code government.

IT is safe to assume that transfer of the Trucking Code will not be made without the approval of Mr. Eastman himself. And what is his attitude on that question? There are reports to the effect that already he has indicated his unwillingness to take over the job. If he were to accede, he might compromise his position in respect to regulation of the trucking industry. He has recommended to Congress, and has reiterated it in subsequent speeches, that common carrier and contract carrier interstate operations be placed under Federal regulation, and that the Interstate Commerce Commission was the only body qualified to regulate the trucking industry. That is the first stumbling block, and it is probable that the President would listen to Mr. Eastman rather than put him in an embarrassing position.

THE other is that the industry, having got a taste of self-regulation, would oppose strongly any attempt to force it under control of an agency so closely allied with railroad regulation. Of course, the Federal Coordinator's office and the I. C. C. are two separate agencies, yet they are dominated by the same principles and those principles are anathema to the vast majority of truck operators.

It is true, if Mr. Eastman were made Administrator of the Trucking Code, he would act in the same capacity as the present Administrator; that is, supervisory. Yet, future developments might lead to the assumption of complete control because of his dual capacity as Federal Coordinator and member of the Commission. The tenacity with which the trucking industry is prepared to fight for the right of self-government is characteristic of other codified industries and gives force to the prediction that code regulation is here to stay, in one form or another, despite the time limitation of the National Industry Recovery Act.

TO be sure, code regulation is experimental. Mr. Eastman admits that even I.C.C. regulation of the trucking industry would be an experiment. There are problems confronting the code authorities of the trucking industry—highly intricate problems—which will require considerable perspiring to work out. Mistakes have been made; many more may be expected, but that is only a natural result of any program of such far-reaching consequences. However, the spirit that the industry has displayed in cracking some of its hard nuts gives promise of a capacity for intelligent self-regulation.

IN the final analysis, the future of the Trucking Code rests largely with the industry itself. If it can work out its problems satisfactorily, as it has given every indication of doing, the code may be expected to continue as a permanent method of regulation. On the other hand, if it fails to display an ability and willingness to govern itself in a manner approved by the NRA, there is little doubt that the gate will be thrown wide open for Federal regulation. It is generally conceded there must be some form of regulation of the trucking industry. The "for-hire" end of trucking partakes of a public interest. If one form of regulation does not work, another may be in order.

IN the last session of Congress, two Federal regulatory bills died in committee—the Rayburn Bill and the Eastman Bill. The latter even failed to get a subcommittee assignment. If Mr. Eastman had insisted on action on his bill, it probably would have been brought to a vote. Did his inactivity in respect to his proposal indicate that he was willing to see what the code would do before pressing for Federal regulation? If so, the industry surely is on trial. It must demonstrate beyond doubt that, like other codified industries, it can conduct its own affairs in a manner satisfactory to all interested groups.

If not, Congress, at its next session, may be cast in the role of the old Music Master, claiming the spurned infant: "If you don't vant her, I vant her!"

Governors Save 7-10% on Gas

(CONTINUED FROM PAGE 21)

per gallon, which indicates that job A was the harder of the two, either in number of starts and stops, length of sustained-speed car trips, or topography. As a matter of actual fact, job C was in a suburban town of level streets, practically all paved, whereas job A is in a suburban town 20 miles distant which is practically all hills, and with a good deal of rough, dirt roads.

CAR No. 3, which had been delivering 11.8 miles per gallon on job B, was transferred to job D, which is in the metropolitan limits, and requires long sustained runs from plant headquarters to outlying districts, and return, but avoiding passing through heavily congested areas. On job D it delivered an average of 15.1 miles per gallon. This vehicle is also a pick-up type, same make and age as cars No. 1 and 2, and is equipped with a governor. Job B was in a suburban district where short runs were the rule, while job D provided longer runs and permitted the governor much more opportunity in which to perform its function of limiting the maximum speed.

CAR No. 4, which is a 1½-ton truck, equipped with governor, proves from its results the same facts mentioned in the preceding paragraph. While car No. 4 was on job K, in a suburban district requiring but short runs, complete governor functioning was not possible, but when it was transferred to job E, in the metropolitan area, where its work required longer runs, more complete governor functioning was obtained, with a consequent increase of nearly a mile per gallon of fuel. On job K it delivered 10.1 miles per gallon, while on job E it delivered 11.0 miles per gallon.

Car No. 5, a pick-up identical in age and make to cars No. 1, 2, and 3, but not equipped with a governor, was transferred from its job F, where it delivered 13.7 miles per gallon, to job C, where it delivered 12.0 miles per gallon. Car No. 2, equipped with governor, had delivered 12.5 miles per gallon average while it was operating on job C, which shows that the governor-equipped vehicle in the same district, same job and same driver as a vehicle not so equipped, gives better fuel economy.

THREE major economies may be looked for in governor-controlled trucks. During the first 20,000 miles or so of governor operation, the principle result to look for is fuel economy. Beyond that mileage a second important result may be looked for, and that is in the matter of engine overhaul. The limiting of maximum speeds is, theoretically, supposed to reduce engine wear. We have found that our average period of rebore for this make of vehicle under consideration occurs from 25,000 to 30,000 miles. We have seven governor-equipped vehicles which have reached the period at which we ordinarily rebore the blocks. To date not one of them has been rebored. They are listed below with their total mileage:

Pickup	**42,000**	**Pickup**	**27,200**
Pickup	**35,000**	**Coupe**	**28,500**
Pickup	**32,700**	**Coupe**	**26,000**
	Station Wagon	**35,000**	

The third major economy is on tires as shown in Fig. 1.

THE results of the next two cars are given to indicate the differences that may be, and often are, caused by either different drivers, or different territories, or by both in combination. Car No. 6 is a 1½-ton truck, not equipped with governor, and on job G in test No. 1 it delivered an average of 8.9 miles per gallon, while on job H, to which it was transferred for test No. 2, it delivered an average of 11.4 miles per gallon.

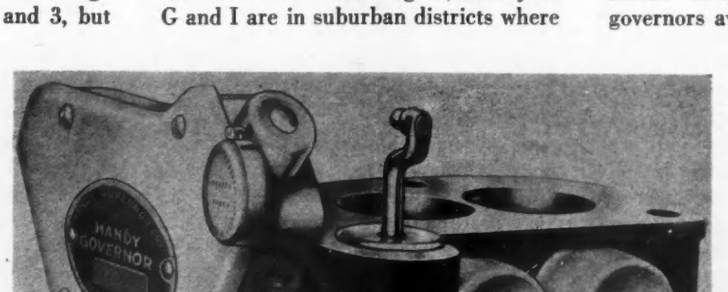
CAR No. 7, without governor and identical to car No. 6, while on job I in test No. 1, delivered 8.7 miles per gallon, but increased the average to 11.1 when it was transferred to job J for test No. 2. Here again, both jobs G and I are in suburban districts where the vehicles make only short runs, while both jobs H and J are in the city limits, practically all paved streets, with runs of longer duration. Regardless of whether a vehicle be equipped with a governor or not, the vehicle which makes the longest runs at sustained speeds obtains the best fuel economy.

Car No. 8, a pick-up identical to the others listed in this test, but about 16 months younger in age, was purchased about the time test No. 1 was concluded, and was assigned to job F when car No. 5 was transferred to job C. Car No. 8 delivered an average of 13.6 miles per gallon on job F, compared to the average of 13.7 miles per gallon delivered on the same job by car No. 5. Car No. 8 is not governor equipped.

IT will be seen from the above comparisons that only three of the governor-equipped vehicles were transferred to other jobs for this test, the reason being that at the time the test was started it was not practicable from other operating standpoints to transfer any more, and it was felt that these three vehicles were most accurately representative of the actual daily working conditions under which the vehicles operated, and would provide the fairest basis of comparison. The two governor-equipped vehicles which operated on jobs on which non-equipped vehicles were also operated, both produced savings in fuel consumption over vehicles not equipped with governors.

A GENERAL average of the eight vehicles involved in the above test shows that as a group the three governor-equipped vehicles averaged 13.0 miles per gallon, against 11.8 miles per gallon for the five not-equipped vehicles. The two pick-ups equipped with governors averaged 14.1 miles per gal., compared to 11.4 miles per gal. average for the two pick-ups which did not have governors.

THE third test will consist of operating a group of governor-equipped vehicles for a period of six months, and comparing the results to the results of operating the same group of vehicles with the governors removed, for a period of six months.



A Handy governor unit

AFTER HOURS

Editorial Comments

Should the Trucking Industry Favor Mr. Eastman as Its Code Administrator?

By GEORGE T. HOOK

Editor, Commercial Car Journal

I HAVE a habit of reading carefully every public statement made by Joseph B. Eastman, Federal Coordinator of Transportation, that I can lay my eyes on. All his statements indicate he is anxious to have everyone feel that in approaching the problem of coordination he will be nothing but fair to all agencies of transportation. In working out a new deal for transportation he wants you to believe that it will be a square deal for all concerned.

In his statements he has revealed a high regard for highway transportation. He has criticized railroad management. He has found fault with the Interstate Commerce Commission. Nowhere will you find a phrase that reveals the fanatic, nor an idea that exposes the idealist.

I DON'T know him personally. I've never met him. I've never sought an interview with him because he never seemed to be concealing anything. I've always felt that I knew just where he stood on questions involving motor trucks. I thought his action in running to the late Congress with a bill to regulate trucks operating in interstate commerce was ill-advised. And I have suspected that his advisers thought it a strategic move to checkmate the trucking code. But that did not unsell me on his sense of fairness, because his move was not intended to be harmful to trucking.

FOR a time I deserted the Eastman bandwagon. I felt he was letting his sympathy run away with his judgment in proposing to centralize control of all transportation agencies in the Interstate Commerce Commission. But he set everything straight the other day when he said he knew the I.C.C. wasn't a perfect institution and that, like the railroads, it was in need of renovation, but that it was better to renovate a time-honored institution than to build a new one without any guaranty that it would be better. That makes sense. And to me it means that whatever renovation is effected will be for the purpose of guaranteeing the highway transportation interests and other railroad competitors that their fate will not be in the hands of a packed jury of railroad-minded men, some of whom are in a highly fossilized state.

WITH this as a background it will appear natural that when I got wind of the report (see page 26) that General Johnson was working on Mr. Eastman to take over administration of the trucking code, I thought it wasn't such a bad idea. Hear me out before you disagree.

I'm not thinking of it as a good idea from Mr. Eastman's point of view. My reasoning involves him, but my purpose is solely to show that the idea has merit from the trucking industry's viewpoint.

WHAT is the purpose of the trucking code? Briefly it is to put for-hire trucking on a stabilized, profitable basis. But it has other important purposes. It will make possible the gathering of all kinds of figures and data, showing for the first time the magnitude of the industry and the conditions that prevail. These facts largely will influence the sort of regulatory action which the Federal Government will take.

And Federal regulation is inevitable. The code, of course, affords self-regulation, and there are those who think that self-regulation will be perpetuated in one form or another even after the National Industrial Recovery Act has expired. But that hope is not shared by men who are not affected by selfish influences.

The expiration date of NIRA is June 16, 1935. Congress will go into session early in January. By that time administration of the trucking code will have produced a mass of evidence and resulted in a mass of opinion which will be used in the formulation of a Federal regulatory bill.

TO whom will the Federal Government look for guidance? To its Coordinator of Transportation—Mr. Eastman—of course. The way Mr. Eastman feels now he will "reinforce and renew" his recommendations for centralized control of transportation at the next session of Congress. What better then than that his thinking should be influenced by first-hand knowledge of the complicated conditions within the for-hire trucking industry? As Administrator of the trucking code he would be exposed to a liberal education in the actual conditions—good and bad—within the industry. Guided by this first-hand knowledge Mr. Eastman, in his capacity as transportation adviser to the Federal Government, could be depended on to make recommendations which would preserve the good and eliminate the bad.

THE present NRA administrative setup on the trucking code is not one that is likely to benefit the industry. General Johnson is the Administrator, but he's got a million things to do. The trucking code is only one of 500 codes to him and probably a relatively unimportant one in his opinion. The Deputy Administrator for the trucking code is expected to master the problems of the industry, but he also has the motion picture business to worry about. He's not a specialist in transportation. It's a question whether his interest in it extends beyond going through the motions of holding down a job.

Mr. Eastman *is* a specialist. More than that he recognizes the trucking industry's problems. As code administrator he would come to know the industry as he should know it in order to prescribe fair and beneficial Federal regulation.

THERE could be no greater proof of mutual faith in each other's intentions than for the industry and Mr. Eastman to collaborate in developing facts on which to base regulatory conclusions.

The Coordinator might argue that acceptance would, tactically, put him in a pocket.

Well, he would have to decide whether tactics come before ethics, which his professions of fair treatment have led everyone to believe is his guiding principle.

Black-Sheep Chauffeurs

There Are Six Types of Drivers a Fleet Operator Must Watch and Correct in Order to Reduce Accidents

By J. RUSSELL CRAIG
Safety Director
Pennsylvania Indemnity Corp.

TO further reduce accidents, six types of drivers must be eliminated from our ranks. When the driver is responsible, the accident may be classified as due to one of these six types. They are the ignorant driver, the criminally minded driver, the hopeful driver, the bluffer type, the accident prone driver and the unsafe speed driver.

The ignorant type of driver is one who does not know the motor code. Until he does he should use common sense in driving because the code is based on common sense. The slang equivalent of common sense is "horse sense." "Horse sense" is the divine gift given to man to keep him from making a jackass out of himself. Therefore, when a person does not drive using common sense, in the eyes of intelligent persons he acts like a jackass. In other words, if the driver should use a little "horse sense" in driving the horse power under the hood, he would have fewer accidents.

AN ignorant driver also does not know the signal code of his state. To cover up this ignorance a lady one time had an accident in which the right rear fender of her car was crushed into the body like an accordion. In her phraseology this fender had a "permanent wave."

When asked by her husband why she didn't signal when making a left turn, by extending the hand and arm beyond the side of the body of the car, she replied, "If the other driver couldn't see my car how could you expect him to see my hand."

WITH the criminally minded driver, I am reminded of the story of a man following an intoxicated driver. The intoxicated driver mistook a concrete culvert for a side road, hit it, and was catapulted through the top of his car. The motorist behind rushed to town, dashed into a doctor's office and said, "Oh, Doctor, bring your first aid kit, there is an unconscious man in the field just out of town."

"I am sorry but I cannot help you," the doctor replied.

"But, Doctor, you may save a life," continued the other man.

"Sorry, sir, but I am not the kind of a doctor you think. I am a veterinarian."

"Fine," said the other man, "you will do because no one but a jackass would drive that way."

A HOPEFUL driver is one who approaches an intersection hoping that no cross traffic will be there. Just as his car reaches the beginning of the intersection he sees a car to his right. One-half second of reaction time sets in. Twenty miles per hour means approximately 30 ft. per second. One-half second of reaction time carries the vehicle fifteen ft. into the intersection before the brakes begin to hold. If this is a 30 ft. intersection the car is half way across. Thus we have unsafe speed even at 20 miles per hour which causes many accidents on our roads today.

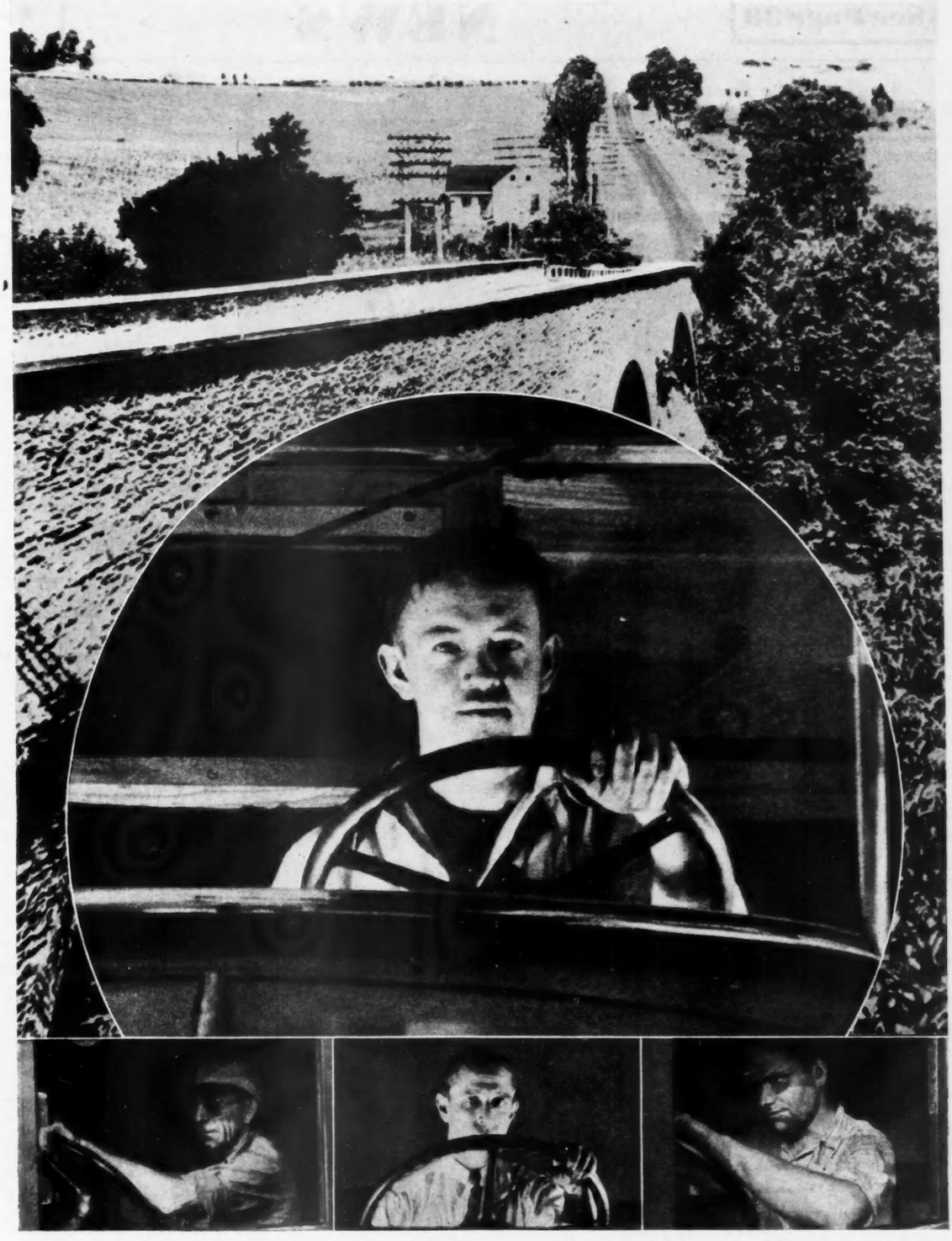
I WOULD rather have motorists traveling 60 miles per hour knowing the facts referred to above than the young fellow who goes poking along at 20 miles per hour on our main highway, with his girl's head on his shoulder, one hand on the steering wheel (now I am going to fool you) using the other hand to point out the beauties of nature.

A young man was traveling with his girl friend with one hand on the steering wheel and the other around the girl. A motorcycle officer drove up to his car and yelled, "You better use both hands." "Sorry, Officer," said the young man, "but I ought to have one on the wheel."

THEN there's the bluffer type of driver illustrated by the taxicab driver who endeavored to beat a competitor's cab at an intersection. When he got across safely because his competitor stepped on the brakes, instead of the accelerator, he turned to his passenger and said, "I *thought* he was yellow!"

THE accident prone driver is one who has a series of small or large accidents or even near accidents. They may be caused by two defects:

1. A physiological defect such as



These men are truck drivers with steady jobs and good safety records. Yet you couldn't have known this just by looking at them. Only their records can speak for them. It's up to the fleet operator to keep records, to determine which of his drivers are of the "Black Sheep Chauffeur" type, and take such action as will safeguard the public

nearsightedness would cause a driver to miscalculate the extent of his vision.

2. The psychological type permits anger to control his driving as illustrated by the taxicab driver who, prematurely, through anger, shut the rear door of his cob on a woman passenger's right hand, removing three fingers therefrom.

THERE is one other type known as the unsafe speed driver. Mind, I did not say the speedy driver. There are three reasons why the unsafe speed driver is dangerous. They are:

1. Failure to know how many feet per second an automobile is traveling at any given speed. For instance, a car going 60 miles per hour covers 88 ft. in one second of time. When you consider the average passenger automobile weighs a minimum of 2300 pounds, it means that you are practically driving a ton of steel at 88 ft. per second.

If you wish to know within two feet of accuracy how fast an automobile is

(TURN TO PAGE 52, PLEASE)

See Page 38

NEWS

Section 2

Trucker Asks Exemption

A public hearing was held recently to study the request of the Georgia Highway Express, Inc., Atlanta, that it be exempted from the trucking code. H. L. Spring and E. H. Garrett, executives of the firm, stated that Georgia highway commission rulings reduced rates 27 per cent while the code was increasing operating costs to 25 per cent. Assistant deputy administrator Charles L. Dearing conducted the hearing. Thomas O'Brien of the A. F. of L., and Fred Tobin, labor advisor, also appeared. Decision was withheld.

Dodge 272% Up for Half

Sales of Dodge trucks for the year to date (January 1 to June 30) showed an increase of 272.5 per cent, or 22,423 truck deliveries as against 6019 made during the same period last year.

Olen On Safety Body

Walter A. Olen, president of the Four Wheel Drive Co., was recently appointed to serve on Governor Schmedeman's committee on street and highway safety for the state of Wisconsin.

Staehling Back in Philly

Sterling Motor Truck Co., Inc., Milwaukee, has appointed H. O. Staehling president of its Philadelphia sales division, the East Penn Motor Truck Sales Co., of which he was manager for twelve years, from 1919 to 1931.

Perfex Organizes

The Perfex Radiator Co. has taken over the assets of the Perfex Corp. of Milwaukee, according to an announcement from Julius K. Luthe, president of the new company. A program to enlarge the line of heavy-duty engine cooling radiators is planned.

First Eagle to Champion

Champion Spark Plug Co. has been awarded the first blue eagle issued by the code authority for the automotive parts and equipment manufacturing industry.

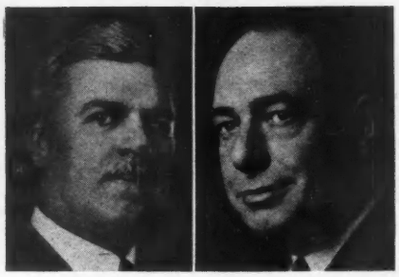
A. V. Comings

Arthur Vernet Comings, whose informative and inspirational articles endeared him to thousands of automotive retailers when he was editor of *Automobile Trade Journal* (1924-1929), died in Detroit June 26. At the time of his death he was editor of several merchandising services to dealers and salesmen of the Plymouth Motor Car Co.

Arthur Macy

Arthur Macy, credit manager for the Raybestos division of Raybestos-Manhattan, Inc., died suddenly at his home in Bridgeport, Conn., on June 22. He was with the company 25 years.

Promoted by I H C



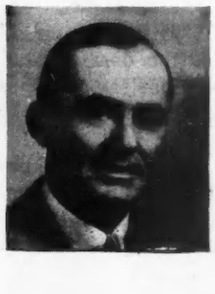
Albert A. Jones and Edwin A. Johnston

(*See item on page 9*)

166,491 Are Registered Under Trucking Code

Trucking Code registrations continue to come in at an increasing rate despite the fact that the expiration date set by General Johnson was June 28. Registrations received up to June 28 totaled 137,819, and in the following week, ending July 6, totaled 166,491, an incoming rate of approximately 5000 a day. Below are shown registrations by states as of July 6:

Ala.	1,051	Neb.	800
Ariz.	496	Nev.	185
Ark.	553	N. H.	875
Cal.	16,127	N. J.	4,487
Colo.	2,056	N. M.	*
Conn.	1,605	N. Y. C.	7,352
Del.	965	N. Y.	8,000
D. C.	370	N. C.	1,550
Fla.	518	N. D.	375
Ga.	1,114	Ohio	11,300
Idaho	899	Okla.	1,238
Ill.	13,408	Ore.	1,653
Ind.	3,161	Pa.	21,900
Iowa	3,150	R. I.	1,400
Kan.	1,850	S. C.	3,260
Ky.	1,351	S. D.	700
La.	519	Tenn.	1,115
Me.	7,193	Tex.	1,772
Md.	2,771	Utah	381
Mass.	4,385	Va.	3,943
Mich.	7,789	Vt.	327
Minn.	3,800	Wash.	738
Miss.	458	W. Va.	1,786
Mo.	8,926	Wis.	5,229
Mont.	798	Wyo.	738
* No Report		Total	166,491



W. W. Costello who has been appointed assistant sales manager of the Federal Motor Truck Co.

Moving Code Hearing Stayed

The hearing on the question of classification of vehicles used in the transportation of household goods and office equipment under the provisions of the trucking code and of the Household Goods Storage and Moving Trade Code, originally scheduled for June, was postponed until July 17 by Administrator Johnson. The order also stays the provisions of the two codes providing for registration and classification of vehicles.

P.M.T.A. Reelects Rodgers

Ted V. Rogers was reelected president of the P.M.T.A. for the third consecutive time at the association's annual convention in Pittsburgh last month. Other officers elected were A. D. Aldrich, treasurer; Edward McCrady, secretary, and William A. Sutherland, general manager. Problems relating to the code, safety and national state legislation were discussed at the meeting.

Twin-Flex Expands

The Twin-Flex Co. announces the removal of its plant from Detroit to Milwaukee where larger quarters are available for increased production of third axle units for Fords and Chevrolets.

IHC Opens No. 7 in N. Y. C.

A new sales and service branch, the seventh in the metropolitan district, has been opened by the International Harvester Co. in New York City. Twenty-four-hour service is being maintained. P. A. McLaughlin in charge.

Fruehauf Opens Branches

G. W. Chamberlin, vice-president and director of sales, Fruehauf Trailer Co., announces the opening of factory sales branches at Kansas City, Mo., and Peoria, Ill. C. B. Caswell takes charge at Kansas City, and W. R. Evans at Peoria.

Bendix Appoints Distributor

The Electric Equipment Co., Los Angeles, has been appointed Southern California distributor of the entire line of Bendix products by virtue of its having acquired assets of the Pacific Automotive Service of Los Angeles.

Cadillac Branch Handles Trucks

General Motors Trucks model T-16 1½ to 2-ton light-duty is being handled by the Philadelphia branch of the Cadillac Motor Car Co.

Anderson Opens Offices

George Potter Anderson has opened offices as consulting engineer in Detroit. He was until recently director of sales engineering with Dodge Brothers, and prior to that, chief engineer for Graham Brothers Truck Co.

New Products on Parade

Descriptions of the Latest Items Put on the Truck Market by Equipment and Specialty Manufacturers

Simmons 2½-Ton Jack

The Simmons Silver King line of hydraulic jacks now includes a new 2½-ton model especially designed for Ford and Chevrolet trucks. The starting height is 8 in. and the lift 6 in. Model T-2½ is without screw extension and Model T-2½-S includes a 3 in. screw extension. Descriptive catalog on request.

R-M Grease Fitter

Rinck-McIlwaine, Inc., 16 Hudson Street, New York City, announces a new universal grease fitting tool. Rimac 51 has a spiral extractor to remove sheared-off fittings, a four-way spanner to fit all pin type alemites, a slotted double hex socket wrench for all straight and off-set types, and a rethreader standard tap to renew damaged threads—all in one.

Simplex Piston Resizer

The Simplex Piston Ring Company announces the micro slap-chek piston resizer—an improved device that does not force the skirt out against the piston wall, but resizes and holds it to its exact desired clearance. It is easily installed, is adaptable to thick or thin wall pistons, and to cast-iron and aluminum.

Combustion Tester

A motor fuel combustion tester designed to make an accurate and visual record of motor efficiency in a little more than a minute is announced by Lantz-Phelps Corp., East Third Street, Dayton, O. This unit okays motor's performance or indicates trouble that can be traced to carburetion, ignition system, faulty valves, piston rings, compression, timing or vacuum system.

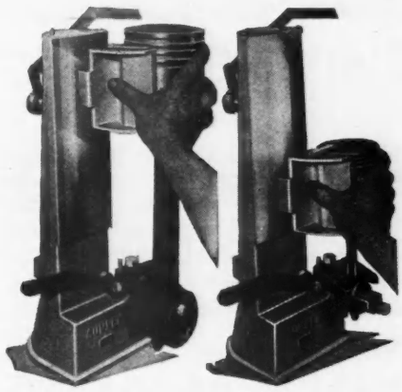
Schrader Pencil Gage

A pencil-type tire gage calibrated from 10 to 50 pounds for testing tire pressures

is now produced by A. Schrader's Son, Inc., Brooklyn, N. Y. The pencil is finished in chromium, is calibrated on four sides and is built on the direct action principle. The unit is attractive, accurate, and convenient to carry.

Sunnen Rod Aligner

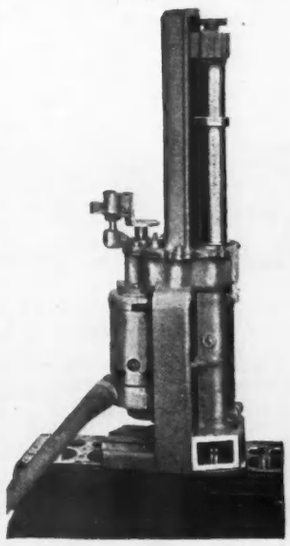
Quick-check rod aligner, a product of the Sunnen Products Co., 7917 Manchester Avenue, St. Louis, is designed to check any size rod assembly, without change, for



bend, twist, and off-set in 10 seconds. Instant operation is effected by eliminating the use of special mandrels for different size rods. The instrument is not affected by tapered or cam ground pistons.

Hall Boring Bar

Hall Mfg. Co., Toledo, announces an improvement in boring bar construction with production of their new model 400 boring bar unit. The outstanding improvement is its self-contained vacuum system driven by the same universal motor that drives the bar itself. This feature is designed to



prevent dust and cuttings from getting into the motor of the car.

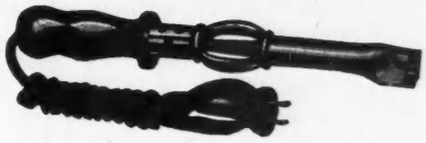
The new boring bar is made in a domestic range of 2⅝ to 4 9/16 in. with a cutting depth of 12 in. and 300 r.p.m. speed.

Toledo Inserts and Springs

Toledo Steel Products Co., Toledo, announces two new products with the production of chro-mo-loy valve seat inserts and valve springs. The seat inserts are made with heat-resisting properties and they stay in place without cement or mechanical aid. Expansion conforms to that of the cast-iron cylinder block. The valve springs are engineered for high-compression motors. Springs are made from quality wire, are machine coiled and tested, and heat treated.

Kwick-Kut Groover

"Tire Jockey," a new tire groover line heating unit is being produced by the Kwick-Kut Mfg. Co., 3840 Arsenal St., St. Louis. This unit, using a 150-watt element, is claimed to be hotter and faster than

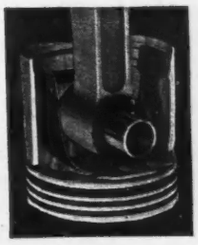


others in the same price range, and is furnished with regular Kwick-Kut blades and sharpening stones. All models sell for under $10.

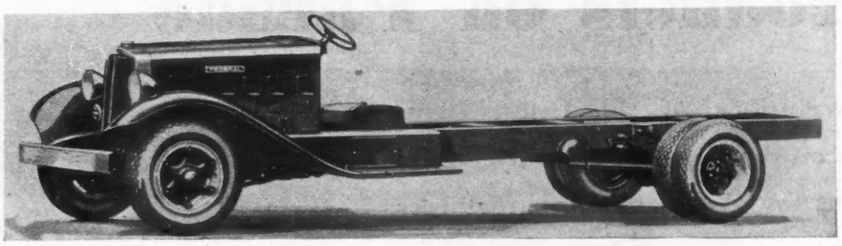
Magnolia Bearing Bronze

A new form of bearing bronze is the semi-finish (outside and inside) bearing bronze bar stock made by the Magnolia Metal Co., Elizabeth, N. J. Semi-finishing the inside of the bronze bushings as well as the outside, thus assuring better tooling. The bronze is furnished in standard 12, 13, and 14 ft. lengths.

Ramco Piston Expander



Production of the Ramco piston skirt expander is announced by the Ramsey Accessories Mfg. Co., 3701 Forest Park Blvd., St. Louis. The feature of this unit is its flexible support for alloy pistons giving the piston a "backbone." This new type "U" expander is primarily for the Ford V-8 piston which receives much punishment from the high-speed motor. The manufacturers claim that the Ramco expander not only reshapes the collapsed piston but also provides oil control.



New Federal Model 50, 4½ to 5-ton with gross capacity of 22,000 lb. available in eight wheelbase lengths

Federal "50" at $3,075

THE Federal Motor Truck Co. has started production on a new heavy-duty 4½ to 5-ton model. Known as Model 50, it has a maximum gross capacity of 22,000 lb. and lists at $3,075, f.o.b. Detroit.

In appearance the Model 50 is characteristically Federal. The radiator shell, bumper, headlights and twin horns are chrome-plated.

The heavy-duty, six-cylinder, L-head engine has seven main bearings, a bore and stroke of 4¼ x 4¾ in., and develops 90 hp. at 2400 r.p.m. The maximum torque is 274 ft. lb. at 800 r.p.m. Piston displacement is 404 cu. in. Other engine features include aluminum alloy pistons, valve seat inserts, built-in mechanical fly-ball type governor, gear-driven water pump at side of cylinder block, full-flow type oil filter and air cleaner. The rear axle is a full-floating, double-reduction type. The fish belly frame has a maximum depth of 10 in.

Service brakes are Lockheed four-wheel hydraulic with vacuum-type booster. The emergency brake is the Tru-Stop, double-shoe, disc type.

Standard tire equipment is 9.00/20, 10-ply balloon single front and dual rear. Eight wheelbase lengths are available, as follows: 153, 163, 175, 185, 197, 210, 223 and 237 in. Standard chassis finish is red lacquer.

New Trailer Axles

THE Timken-Detroit Axle Co. announces a new series of tubular trailer axles. Several important detail changes of design have been made. The new axle is an all-steel integral unit with tubular beams of tempered steel. Spindles are larger and are made of special alloy steel, machined to accurate dimensions. With this increase in size, spindles are brought into correct proportion with the tubular beam. Other important changes in the wheel assembly are the new series Timken bearings, more widely spaced to give greater wheel stability. Heavier brake drums provide better braking.

Stewart's New 1½ & 2-Ton Models List at $695 & $895

STEWART MOTOR CORP. announces new lower-priced 1½-ton and 2-ton models at $695 and $895, f.o.b Buffalo, respectively.

The 1½-ton Model 46H comes in wheelbase lengths of 134, 145, 160 and 176 in., permitting a body as long as 12 ft. The 2-ton Model 47H has an additional wheelbase of 190 in., permitting a 14-ft. body.

Both models feature the following: six-cylinder engine with removable block, side-mounted water pump and steel valve inserts; downdraft Stromberg carburetor; latest type Spicer roller bearing universal joints and shafts; Ross roller-mounted steering gear; full-floating rear axle; hydraulic four-wheel brakes with emergency brake on driveshaft.

The engine of the smaller job has a 3¼-in. bore and 4½-in. stroke. It develops 62 hp. The engine in the larger model is larger in bore—3⅜ in.—and develops 65 hp.

Both take 6.50-20 heavy-duty tires. The 2-ton comes with duals in the rear.

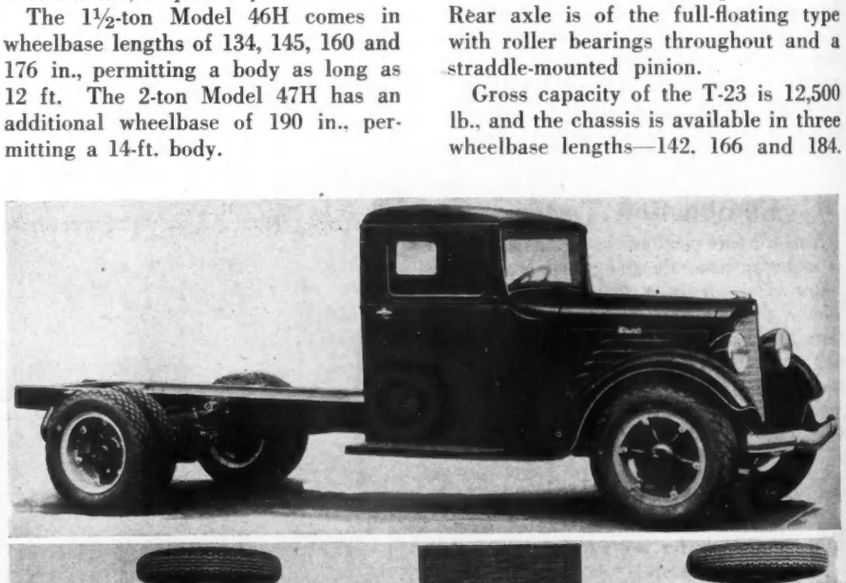
GMC 3-ton at $925

THE most recent addition to the GMC line is the T-23, 3-ton model at $925 f.o.b. Pontiac.

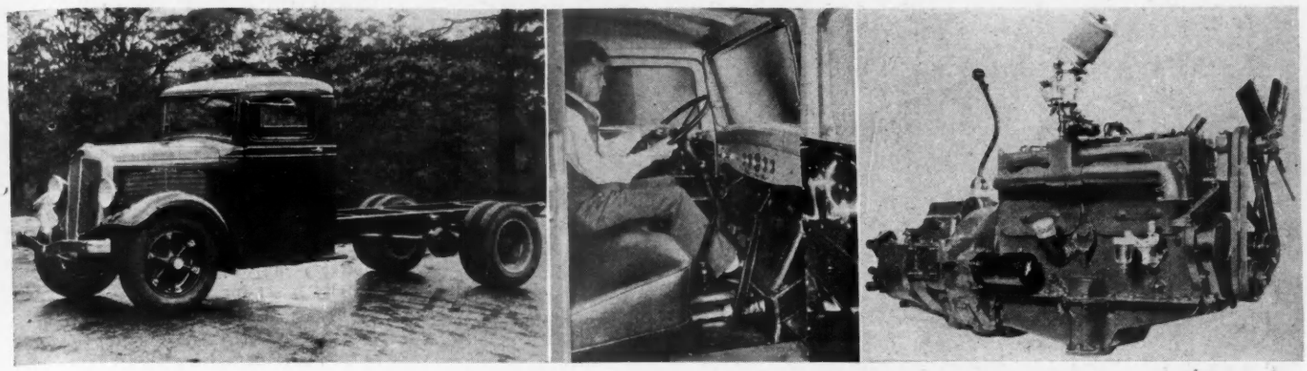
The T-23 has a valve-in-head engine. A counterweighted crankshaft has four main bearings of the removable, steel-backed, precision type. It is also equipped with a harmonic balancer. Other engine features include downdraft carburetion, cylinder head of special chrome nickel iron, positive pressure lubrication, thermostatic temperature control and crankcase ventilator.

Chassis frame has a depth of 8 in. Rear axle is of the full-floating type with roller bearings throughout and a straddle-mounted pinion.

Gross capacity of the T-23 is 12,500 lb., and the chassis is available in three wheelbase lengths—142. 166 and 184.



Above—Stewart's new Model 47H 2-ton chassis and cab. Below—A birdseye view of Model 46H 1½-ton



Left to right—New White truck chassis Model 712; roomy Cab design, and Model 712, 6-cylinder 90-hp. engine

White Adds New K Models

Model 712 at $2550 with Entire New Engine is Rated at 17,000 lb. Gt.V.W. Model 707 at $1790

WITH the introduction of two new truck models—712 and 707—The White Co. is in the unique position of being the first truck builder in this country to offer a fully rounded line featuring a weight distribution of 1/3-2/3.

The White Model 712 has a gross weight rating of 17,000 lb. and a nominal rating of 2½ to 3½ tons. It has a list price of $2,550 and is furnished in a range of wheelbases running from 130 to 190 in., making possible the use of bodies as long as 15 ft.

Model 707 is introduced to meet the need for a chassis having large carrying capacity with a small economical engine which seems to be desirable for light tractor-semi-trailer and six-wheeler equipment operating on long-distance hauls. It has a G. V. W. rating of 15,000 lb. and is listed at $1,790. A replacement engine service is available on this model which insures the operator against being penalized on block renewal when further cylinder reconditioning is not possible.

Both new models, as well as the other models in current production, are equipped with a newly designed cab which is wider, more roomy, and greatly improved in appearance. The directional ventilation system, used on former models, is incorporated in this design, adding to driver comfort. As in the original "K" series, weight redistribution is accomplished by moving the cab forward so that the engine projects partly into the cab. The engine shrouding within the cab has been improved and more leg room provided.

Weight distribution is sensibly 1/3-2/3, although not precisely in that ratio due to a slight increase in cab length. However, it approaches ideal distribution conditions and thus permits a more economical use of tire equipment. In fact, in some cases smaller tire sizes may be used with a consequent saving in first cost.

The Model 712 has an entirely new engine, 9A, of 3 25/32 in. bore and 4½ in. stroke, six-cylinder L-head construction. It has a displacement of 303 cu. in., develops 90 hp. at 2800 r.p.m. and has a torque rating of 204 lb. ft. The engine features a seven-bearing, heat-treated, counterweighted crankshaft, balanced dynamically and statically. Steel-backed bearings are used in both main and connecting rod bearings. Three-point suspension with rubber mountings all around is provided.

Full-pressure lubrication and the improved White screwed-in exhaust valve inserts are among the other features. Full-flow oil filter and a vacuum-type governor are standard equipment.

An all-metal helical gear train is used at the front end. The generator is belt-driven by a double belt and in turn drives the water pump, which is located accessibly at the rear on the left side. In the interest of accessibility, a down-draft carburetor is used in conjunction with an oil-wetted air cleaner.

The Model 712 is equipped with a single-plate wet clutch and the standard White five-speed transmission with direct on fifth. As an option, at slight extra cost, a new five-speed transmission can be supplied with direct on fourth. A full-floating, banjo-type rear axle is standard. Four-wheel, hydraulic brakes with a vacuum booster, together with a vacuum reservoir, are provided.

The Model 707 uses the same engine and transmission as the Model 702, which was announced last year, but is heavier all around, being equipped with larger front and rear axles, springs and frame. The engine is six-cylinder, 3 5/16 by 4⅝, having a displacement of 240 in. It develops 68 hp. at 2800 r.p.m. and has a maximum torque rating of 152 lb. ft.

Clutch is single-plate, dry type; transmission four-speed. The service brakes are four-wheel, hydraulic, with a reaction-type booster. Rear axle is the same as used on the Model 712.

. . . . New Products on Parade . . . .

Phantom view of a McCord installation which uses Petrogas as a refrigerant and as a fuel

McCord's Petrogas System

THE McCord Radiator & Mfg. Co., Detroit, announces the completion of development work on a system which uses Petrogas (a hydrocarbon distillate similar to propane) both as a refrigerant and a fuel. McCord is exclusive licensee as the result of an agreement with Shell Oil Co.

Petrogas has an extremely high octane rating and can be bought at approximately the same price as gasoline, on a performance basis.

One of the first trucks to be equipped with the system is in the service of S. Lowenstein & Son, Detroit meat packer. The truck is illustrated. The refrigerating compartment measures 6 ft. x 6 ft. x 11 ft. and is kept between 42 deg. and 46 deg. on a typical run, when the official thermometer is hovering around 94 deg., which probably means that it is 7 deg. to 10 deg. higher on the street. The daily report from which these figures are taken gives the time of leaving the warehouse as 11.10 a. m. The trip occupied 410 min. The engine idled 130 min. or 31 per cent of the time and was under load 280 min. or 69 per cent of the time. Sixteen stops were made during the 120-mile trip.

The fuel is carried as a liquid at a pressure of 135 lb. in the twin cylinders "A" (see illustration) each containing approximately 23 gal. From these cylinders it is led upward to the heat exchanger "B," where the atmospheric heat of the liquid is removed. It then passes through the expansion valve "C" from which it issues into the evaporator or colling unit "D" as a saturated gas. Heat absorption is effected and the truck body is thereby refrigerated. The gas leaves the evaporator in a perfectly dry state and passes through the heat exchanger "B," where it absorbs the heat of the incoming liquid fuel as mentioned before, and then it passes through the diaphragm regulating valves "E" and "F," where in two stages the pressure is reduced to atmospheric. The dry gas then passes to the mixing valve, and from there directly to the intake manifold.

It should be noted in connection with this system that the amount of refrigeration created is in direct proportion to the quantity of fuel consumed by the engine and is equivalent to 180-185 B.T.U. per lb. of fuel.

Ford Valve Holder

A new valve holder, which makes possible a Ford valve grind job in record time and which can be used with any standard grinding tool whether mechanically, electrically or hand-operated, is produced by Star Products, Inc., 15105 Darwin Avenue, Cleveland. Center holes permit attaching valve holder to the end of handle with a staple. The holder snaps on to the edge of the valve and grips it with ample clearance to the motor block.

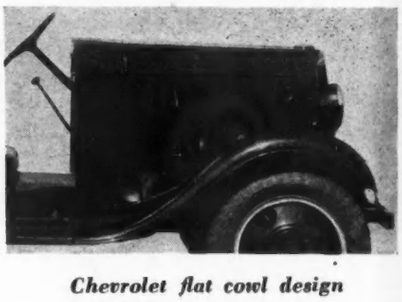
Pedrick Ridge Reamer

The Pedrick ridge reamer has been added to the group of piston ring service units produced by the Wilkening Mfg. Co., Philadelphia. The important feature of this reamer is that the one tool is adjustable to all cylinders from 2⅝ to 5-in. bore.

The reamer consists of a heavy shaft, on which are mounted two plates, a cutter, an adjusting screw and an operating handle. The cutter is adjustable for depth of cut and usually is set for a cut of from .005 to .010 in. The tool may be set in short order to be used on cars, trucks and tractors within its range of adjustment.

Chevrolet Adds Flat Cowl

Truck buyers may now obtain Chevrolet 112, 131 and 157 wheelbase models with flat-faced cowl. The new design permits the use of a Chevrolet chassis with any custom body built for a flat cowl. On trucks of the three wheelbases listed, the flat-faced cowls give respectively the following distance from the face of the cowl and the rear end of the frame—104 7/16, 124 5/16, 150 5/16 in. The design is particularly adaptable for single-unit refrigerator bodies, public utility construction bodies and contractors' dump bodies.



Chevrolet flat cowl design

Portable Utility Spray

Earl Webber Co., News Bldg., Chicago, is manufacturing Port-A-Sprays, a portable unit that may be used with oil or water for cleaning windshields, spraying springs, cold water painting, etc. The entire line is comprised of a special windshield spray, a general spray and a combination spray for lacquer or oil solvents. The manufacturers claim that it is corrosion-proof and clog-proof, and that it possesses full compressor capacity.

This semi-trailer with such streamline features as full skirting, wheel guards and tapering stern, may be seen on the highways of Nebraska, where it was placed in service by the Columbian Steel Tank Co., Kansas City, Mo. It's 71 in. high when loaded

New Truck Sales by Makes

Registration Figures Show May Made Gain Over April. Total Gain for Five Months 130%. Production Ahead 142%

THE forward movement of the truck industry continued in May when new truck registrations reached a total of 39,831 units. This was just about a thousand more units than were registered in April, but it was 90 per cent above the registrations in May of last year.

Total registrations for the first five months of this year were 159,976, a gain of 130 per cent over the same period of last year.

The May results give this department a black-eye (but boy, it's welcome!) for being so conservative as to say in last month's issue that May sales would be slightly under April's. The statistician's erratic estimate was 37,000.

Although the department will welcome another black-eye, both the statistician's estimate and scattered reports from the field compel the prediction that June will show a fall-off from May.

THE outstanding performance in May was turned in by the Ford organization. For the first time in moons, as the girls say, Ford went ahead of Chevrolet in total truck registrations—14,390 against 14,148. In this case the department's observations last month have been borne out. It was pointed out that while Chevrolet showed signs of slipping, Ford was forging ahead steadily. This condition held true in May when Ford sold about 1200 more units than in April, while Chevrolet dropped 900.

For the five-month period, however, Chevrolet still has a healthy lead, 63,945 compared with Ford's 49,298, and Ford will have to press down on the accelerator for the rest of the year to step out in the lead when the totals for the year are hung up.

Truck Production

	1934	1933	% Gain
Jan.	45,213	19,730	129
Feb.	45,511	15,629	191
Mar.	58,433	18,248	220
Apr.	68,626	27,431	150
May	61,533	34,223	80
5 mos.	279,316	115,261	142

DODGE continued its spectacular performance with a slight increase in May over April and huge increase over May of last year. From now on the percentage gains may be less spectacular because it was about this time last year that Dodge began strutting its stuff and its climb toward third place.

International Harvester is bettering last year's marks and for the five-month period is 65 per cent ahead.

IF you enjoy a fight for position in the truck league, keep your eyes on the Reo and Diamond T registrations. Diamond T is holding sixth place on the basis of the five-month totals, but the faster rate at which Reo has been coming along is a good reason for suspecting that Reo may grab sixth place in a couple more months. Reo has been adding to its dealer organization, has put its house in order and is out gunning.

New Truck Registrations by Makes by Months

	Autocar	Brockway	Chevrolet	Diamond T	Dodge	Federal	Ford	G. M. C.	International	Mack	Reo	Sterling	Stewart	Studebaker	White-Indiana	Miscellaneous	Total
January 1934	79	91	8,917	406	2,581	120	6,650	555	2,284	161	289	9	61	98	284	318	22,903
January 1933	47	39	4,884	205	360	52	3,734	344	983	79	137	12	29	134	287	383	11,709
February 1934	58	81	10,718	420	2,723	121	6,459	453	2,150	144	339	14	60	109	357	270	24,476
February 1933	41	42	4,645	174	348	58	2,185	271	1,126	62	151	8	31	152	180	233	9,707
March 1934	64	117	15,112	501	4,154	170	8,642	717	2,841	145	461	10	67	126	452	315	33,894
March 1933	45	51	4,749	202	489	54	2,037	318	1,201	55	132	5	32	101	174	289	9,934
April 1934	88	104	15,050	534	4,367	178	13,167	839	2,729	206	527	4	90	123	558	318	38,882
April 1933	76	97	7,299	362	870	103	4,556	644	2,021	137	216	12	40	180	201	487	17,301
May 1934	146	117	14,148	508	4,441	186	14,390	1,031	2,849	212	578	10	103	193	544	375	39,831
May 1933	106	88	8,649	375	1,332	138	5,665	647	2,463	152	290	7	70	205	218	520	20,925
5 Months 1934	435	510	63,945	2,369	18,266	775	49,298	3,595	12,865	868	2,194	47	381	649	2,195	1,596	159,976
5 Months 1933	315	317	30,226	1,318	3,399	405	18,177	2,224	7,794	485	926	44	202	772	1,060	1,912	69,576
5 Months % Gain	37	61	112	80	437	91	166	62	65	79	137	7	89	−16	107	−16	130

— = decrease.

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Offered by Advertisers In This Issue o

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Here they are! FREE OFFERS to YOU, from LEADING MANUFACTURERS. Money-makers. "Boiled down." Get ALL OF THEM YOU WANT. Read the following paragraphs. Check corresponding numbers that interest you, on the coupon. CLIP THE COUPON. Mail it NOW! Address: Commercial Car Journal, Chestnut & 56th Sts., Philadelphia, Pa. No obligation to you. We do the rest. Mail the Coupon NOW.

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2 Here is a NEW GMC 3-Ton Truck, priced at only $925—an OUTSTANDING TRUCK VALUE. See page Inside Front Cover. Check coupon for details, today.

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4 UNUSUAL PERFORMANCE is provided by STUDEBAKER 3 to 4-ton Truck, model W-8, described on the back cover. Let STUDEBAKER dissect this truck for you in YOUR office. Check coupon for further information.

5 DESIGNERS: 20% to 30% MORE POWER with UTMOST ECONOMY, is provided by the NEW WAUKESHA 6-cylinder power plant for motor trucks and coaches. See page I. Check coupon for FREE BULLETIN 887.

6 Endurance . . . Economy . . . Extra Strength . . . Better Traction . . . Greater Safety, etc., are some of the outstanding features of GOODYEAR Truck and Bus Tires—MONEY SAVERS. They can "take it." See page 2. Check coupon for MORE REASONS WHY.

7 Strength . . . Ruggedness . . . Simplicity combine to make HANSEN Commercial Body Hardware give dependable service. See page 3. Check coupon for illustrated folders.

8 (1). Full-Floating Rear Axle. (2). V-8 Truck Engine. (3). Economical Engine Exchange Plan. These are 3 important features of the New FORD V-8 Truck—not combined in any other truck at any price. See page 4. Check coupon for details.

9 MAINTENANCE NOTE: Only 2 seven-eighths and 2 metric type CHAMPION SPARK PLUGS are required to meet every need for MAXIMUM PERFORMANCE and MINIMUM COST. See page 5. Check coupon for further details.

10 BENDIX Controlled Vacuum POWER BRAKES are great muscle and accident savers—and 96% of all Power Brakes in use are BENDIX. See page 6. Check coupon for details.

11 Your driver says: "THEY STOP!" Your jobber says: "THEY LAST!" A Brake Headquarters Engineer says: "GREY-ROCK makes the linings that ARE RIGHT for your fleet!" So what's your answer? See page 7. Check coupon for COMPLETE INFORMATION.

12 INTERNATIONAL HARVESTER CO. of AMERICA, Inc., needs MORE GOOD DEALERS to sell the NEW ½-ton, 6-cylinder Truck—Model C-1. See page 8. Check coupon for information as to TERRITORY, TRUCKS and SERVICE.

13 STEWART Announces a NEW LOWER PRICED 2-ton Truck — $895 chassis, f.o.b. Buffalo. STEWART Quality. STEWART Features. Honestly built . . . Honestly rated . . . Honestly priced. See page 40. Check coupon for details.

14 Without reconditioning or replacing any parts except the CONNECTING RODS, oil consumption was cut to ONE-TENTH, in the car illustrated on Federal-Mogul Corp., page 54. CHECK THE RODS when you open up a motor to correct oil pumping. Check coupon for COMPLETE INFORMATION.

15 ESSENTIAL FEATURES of New Series of TIMKEN TUBULAR TRAILER AXLES are given in detail on The Timken-Detroit Axle Co., page 55. No other Tubular Trailer Axles possess ALL these features. Check coupon for further information.

16 You can greatly decrease gross weight for a given truck capacity—making a real saving in cost. Or you can increase PROFITABLE PAY-LOAD within your limiting gross weight—cutting costs by reducing trips. ALCOA ALUMINUM Truck Bodies make this possible. See page 56. Check coupon for FREE BOOK: "Alcoa Aluminum for Truck Bodies."

17 Let Hydraulic Action PEDRICK Piston Rings cut YOUR maintenance expense. See Wilkening Mfg. Co., page 57. Check coupon for FREE COPY of Booklet, "Hydraulic Action in Piston Ring Design."

18 LONG RADIATORS maintain efficient cooling—and that's what YOU want from radiators. See page 58. Check coupon for further details.

19 The reasons why EXIDE BATTERIES are so dependable and extra-powerful, why they have such long life and deliver service at such low cost—are inside of EXIDE BATTERIES. See The Electric Storage Battery Co., page 59, for details. Check coupon for further information.

20 ACCURATE Valve Seat Grinding means more jobs, more customers, more profits. See Albertson & Co., Inc., page 61. Check coupon for further information.

21 "A Tight Connection All the Time" with NOCOUT, the Hose Clamp with the Thumbscrew. See Wittek Mfg. Co., page 62. CHECK COUPON for further information.

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.

***—List price not yet established. Ready next issue.

Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.

Gross Vehicle Weight—Is chassis weight, plus body and cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.

Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.

Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.

Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tractors.

(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.

(N) Not available as tractor.

(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.

c. o. e.—Cab-over-engine design.

(3) **Corbitt**—Larger engines and corresponding auxiliary units provided on all models at extra cost.

(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.

(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.

(5a) **Dodge**—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.

(6) **General Motors**—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional at extra cost in Models T-43, T-43 F, T-51, T73H and T-74. Worm type axles optional at price deduction in Models T-61, T-75T, T.75, T-75H and T-83. Chassis prices and weights on all cab-over-engine models include the cab. A complete line of superheavy duty models designated T-85 series (4-wheel) and T-95 series (6-wheel) custom-built to exactly meet customer's requirements are available with a range of axles, wheelbases, engines, transmissions, etc. and prices will be quoted upon application.

Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.

Gross weight indicated for each model in the table is the straight rating.

Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.

(7) **Grass Premier**—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.

(8) **International Harvester**—A-1, ¼ ton, same as A-2 except less spring leaves and smaller tires.

(9) **Le Moon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 6SRL at same cost.

(10) **Sterling**—Rocker arm used in place of springs

(*) **Sterling**—These models also available equipped with Cummins Model H Diesel engine.

†**Reo**—Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¾x¼. It is furnished at extra cost.

††**Reo**—2J,2K same as 2H except 166 in. wheelbase and price of $1695

††**Reo**—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.

(11) **Studebaker**—S-2 in 141 in. and 165 in. wheelbases has 6½ in. frame depth.

(12) **White**—Each model shown is furnished with different specifications for different tonnage ratings.

s—Factory governed speed 2400 r.p.m.

(12a) **White**—Special prices for each installation.

(13) **Marmon-Herrington**—Available with Hercules Diesel engine. Price on application.

(14) **Ford**—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.

(15) **Mack**—Chassis price and weight include cab

(16) **Biederman**—Will furnish Continental, Hercules, Waukesha and Lycoming engines at the buyer's option.

(17) **Moreland**—All Moreland models available with Waukesha engines and as six-wheelers with dead axle.

MAKES—ALL

AB—American Bosch.
A LaF—American La France.
AL—Auto Lite.
B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner
BWe—Bendix front, Westinghouse rear.
C or Col—Columbia.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission)
Co—Covert (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel
Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.
Eat—Eaton.
Ei—Eisemann
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.
Fe—Fedders.
Fu—Fuller.
Ge—Gemmer.
GO—G. & O.
Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).
Jac—Saginaw.
Jo—Jones.
KP—Handy.
L—Lockheed.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.
NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Shu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
Ste or St—Sterling.
Str—Stromberg.
Til—Tillotson.
T or Tim—Timken.
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Ws—Westinghouse.
Yo—Young
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron
p—Pressed steel.
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main; connecting rod and camshaft bearings.
PP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.,
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front
X—X-Braced

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.
B—Bosch
C—Cummins

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics.
S—Solids.
DS—Dual Solids.
*—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels.
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	A.C.F.....160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3x¼	P
2	.....175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.46	38.6	8x3x¼	P
3	.....175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3x¼	P
4	Armleder.....11H	1½-2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6-3⅝x4½	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	.....21Ha	2½-4	2185	160	207	15300	5450	B8.25/20	DB8 25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	.....31Ha	3-4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	.....41Ha	4½-6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	.....61Ha	5-7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5-A-38	U 5	No	Own	2F	R	7.07	49.7	8½x3x¼	P
9	.....71Ha	8-11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x¼	P
10	.....(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
11	.....(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅜x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
12	.....(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
13	Autocar.....RG	2½	3000	150	192	.....	6100	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
14	.....D	3	3500	150	192	.....	6140	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
15	.....DF	3½	3950	150	192	.....	7010	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
16	.....DH	4	4150	150	174	.....	7400	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	8.57	54.3	8x3x¼	T
17	.....N	4	4650	191	227	.....	8275	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x¼	T
18	.....NF	5	4750	151	227	.....	8370	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
19	.....S	5	5500	168	168	.....	9675	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
20	C	7½	6650	158	176	.....	11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10¼x3x¼	T
♦ 21	.....NFS	7½	5600	208	208	.....	10000	B10.50/20	DB10.50/20	Own SCH	6-4¼x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
22	.....T	7½	5900	192	242	.....	9680	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x¼	T
23	.....TE	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x¼	T
24	(Eng.und.seat)UD	3	3500	97	145	.....	6740	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x¼	T
25	" .....UDF	3½	3950	127	145	.....	7655	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
26	" .....UN	4	4650	96	163	.....	8635	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
27	" .....UNF	5	4850	128	163	.....	9200	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
28	" .....US	5	5300	128	163	.....	9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
29	" .....UT	7½	5900	128	163	.....	9660	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
30	" .....U. TE	8½	6300	145	163	.....	10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x¼	T
31	Available...W-120	1½	1245	Op	Op	11200	4000	B6.50/20	DB6.50/20	Wau BL	6-3¼x4½	WG T9	U 4	No	Tim 53200	SF	H	6.6	42.2	10x2½x⅞	TX
32	.....W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4½	WG T9	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x⅞	TX
33	.....W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6-3¾x4½	BL 234	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x⅞	TX
34	.....W240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¾	BL 234	U 4	No	Tim 56200	SF	R	7.4	47.4	12x2½x¼	TX
35	.....W300	4	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5-A-380	U 5	No	Tim 58205	SF	R	7.8	54.6	12x2½x¼	TX
36	.....W400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5¼	Fu 5-A-530	U 5	No	Tim 65720H	WF	R	8.5	55.6	14x3x¼	TX
37	Biederman.....10	1½	895	130	157	6000	2800	B6.00/20	B6.00/20	Con 25A (16)	6-3¾x4	War	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x¼	T
38	20	1½	1195	157	170	8400	3200	B6.00/20	DB6.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
39	30	2	1280	157	170	11400	4100	B7.00/20	DB7.00/20	Wau 6BL(16)	6-3½x4¼	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
40	40	2½	1795	180	200	16000	5400	B8.25/20	DB8.25/20	Wau 6BK(16)	6-3¾x4½	Cla	U 5	No	Cla B613	BF	R	6.37	45.0	7½x3x¼	T
41	50	3	2400	180	200	20000	6450	B9.00/20	DB9.00/20	Wau 6BK(16)	6-3¾x4½	Cla	U 5	No	Cla B805	BF	R	6.42	46.7	7½x3x¼	T
42	60	3	3150	180	200	20000	6820	B9.00/20	B9.00/20	Lyc ASE (16)	6-3¾x4½	BL	U 5	No	Cla B805	BF	R	6.42	46.7	8x3x¼	T
43	70	3½	3600	157	210	24000	7530	B9.75/20	DB9.75/20	HerWXC3(16)	6-4¼x4½	BL	U 5	No	Wis 1237	2F	R	8.00	58.7	8x3x¼	T
44	80	5	4200	187	210	28000	8500	B10.50/20	DB10.50/20	Her RXB (16)	6-4½x5¼	Ful	U 5	No	Wis 1737	2F	R	8.94	65.1	10x3x¼	T
♦ 45	Brockway.....80	2	1210	149	168	11500	4035	B6.50/20	DB6.50/20	Con 26B	6-3¾x4	Wa T9	U 4	No	Tim 53200H	SF	H	6.2	36.2	7x2½x⅞	T
♦ 46	90	2-2½	1510	149	186	14000	4480	B7.00/20	DB7.00/20	Con 28B	6-3¾x4⅝	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7x2½x⅞	T
47	100	2½	1855	168	200	15000	5125	B7.50/20	DB7.50/20	Con 28B	6-3¾x4⅝	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7x2½x⅞	T
♦ 48	120	2½-3	2260	156	188	15000	5800	B7.50/20	DB7.50/20	Con 30B	6-4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
♦ 49	140	3-3½	2850	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
50	150	3-3½	2660	170	200	18500	6245	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7½x3x¼	T
♦ 51	141	3½-4	3355	170	200	21000	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 72000	2F	R	7.0	46.2	8x3x¼	T
52	160	3½-4	3295	170	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
53	170	4	3640	170	212	21000	7700	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
♦ 54	.....175-X	4-7½	4290	170	224	25000	7900	B9.00/20	DB9.00/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x⅞	T
55	195	5-7½	4230	170	224	25000	8540	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x⅞	T
56	220	5-9	4930	170	224	30000	8980	B10.50/20	DB10.50/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.75	44.2	8½x3x⅞	T
57	260	10	6030	212	240	30000	9585	B10.50/22	DB10 50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8½x3x⅞	T
58	.....260S	10	6380	212	240	36000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8½x3x⅞	B
59	.....V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A La F V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
60	.....PC-15-SD	2-3	1950	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3¾x4⅝	Fu 5-A-38	U 5	Op	Tim 54300H	SF	H	5.83	46.0	7x2½x⅞	T
61	.....PC-22-SD	3½-4	3200	188	200	22000	7080	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5-A-38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
62	.....PC-22-SP	3-4	4200	170	212	22000	7640	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Tim 58205	SF	R	6.14	47.3	8x3x¼	T
63	.....PC-22-DR	3-4	4200	170	212	22000	7540	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
64	.....PC-34-SP	5	5000	188	224	24000	8150	B9.75/20	DB9.75/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x⅞	T
65	.....PC-34-SD	5	4900	188	224	24000	8125	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x⅞	T
66	.....PC-68-SD	7½	5250	188	224	28000	8500	B9.75/20	DB9.75/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1737KW	2F	R	5.75	44.3	8½x3x⅞	T
67	.....PC-34-SPX	7½	5350	200	224	28000	8600	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1337BW	2F	R	5.63	45.4	8½x3x⅞	T
68	.....PC-68-SPX	10	5950	212	224	34000	9585	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5-A-53	U 5	Op	Wis 1737KW	2F	R	6.38	51.5	8½x3x⅞	T
69	.....PC-68-VSD	15	10500	200	240	60000	12250	B10.50/20	DB10.50/20	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
70	Chevrolet...Comm'l	½	365	112	112	4400	2110	B5.50/17	B5.50/17	Own	6-3¼x4	Own	U 3	No	Own	S½	U	4.11	12.4	5¼x2½x¼	C
71	.....Utility	1½	515	131	131	9300	2995	P30x5	P32x6	Own	6-3¾x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¾x⅝	C
72	.....Utility	1½	545	157	157	9300	3100	P30x5	P32x6	Own	6-3¾x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¾x⅝	C
73	Corbitt (3).....8B4	1½	980	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3¾x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x¼	P
74	.....8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3¾x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x¼	P
75	.....10B6	1½-2	1310	171	191	.....	3950	B6.50/20	DB6.50/20	Con 25A	6-3¾x4	BL 214	U 4	No	Tim 53200H	SF	H	Op	Op	5½x3½x¼	T
76	.....9B6	1½-2½	2185	152	183	.....	4200	P32x6	DP32x6	Con 20C	6-3¾x4⅝	BL 224	U 4	No	Tim 54200H	SF	H	5.57	27.8	7x3½x¼	T
77	.....12B6	2-3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 56200H	8F	H	Opt	Opt	7x3½x¼	T
78	.....12W6	2-3	2950	165	220	.....	4910	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 64800H	WF	H	Opt	Opt	7x3½x¼	T
79	.....15B6	2½-3½	3740	174	220	.....	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 58200H	8F	H	Opt	Opt	7x3½x¼	T
80	.....15W6	2½-3½	3850	183	224	.....	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Opt	Opt	7x3½x¼	T
81	18	2½-4	4400	178	230	.....	8100	P36x8	DP36x8	Con E602	6-4½x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
82	24	3½-5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Opt	Opt	8x3½x¼	T
83	33	5-7½	6160	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4⅝x4¾	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x⅞	T
84	.....(T)10B6T	3-5	1650	(3)	(3)	.....	3950	B6.50/20	DB6.50/20	Con 20C	6-3⅝x4⅝	BL 224	U 4	No	Tim 53200H	SF	H	Opt	Opt	5¼x3½x¼	T
85	.....(T)9B6T	4-6	2600	(3)	(3)	.....	4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No	Tim 54200H	SF	H	Opt	Opt	7x3½x¼	T
86	.....(T)12BT6	4-7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4¼x4½	BL 335	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
87	.....(T)15B6T	5-8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con 21R	6-4⅝x4¾	BL 335	U 5	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
88	.....(T)18D6T	8-10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 5351	U 5	No	Tim 75733H	2F	H	Opt	Opt	8x3½x¼	T
89	.....(T)24D6T	10-15	6000	(3)	(3)	.....	9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¾	BL 7212	U 4	U3	Tim 66720W	2F	H	Opt	Opt	8x3½x¼	T
♦ 90	Day-Elder (4)....75	1½	945	135	156	10000	3900	B6.00/20	B6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3 H x¼	C
♦ 91	85	2	1195	156	186	11200	4100	B6.00/20	DB6.00/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	7x3½x¼	C
♦ 92	110	2½	1495	156	186	13400	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	7x3½x¼	C
♦ 93	130	3	1995	165	204	16300	6300	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	9x3½x¼	C
♦ 94	160	3½	2445	165	204	19500	6500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	R	6.14	41.9	9x3½x¼	C
♦ 95	200	4	2895	165	204	25300	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	47.6	9x3½x¼	C
♦ 96	240	5-7	3995	205	234	33500	9500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	BL 534	U 4	No	Tim 66720H	WF	R	7.60	52.1	10x3¾x¼	C
97	Diamond T...211SF	1½	595	135	158	10000	3410	B5.50/20	B6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2x⅞	T
98	.....211FF	1½	615	135	158	10000	3410	B5.50/20	B6.50/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2x⅞	T
99	226	1½	725	135	158	10500	3500	B6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x2x⅞	T
100	242	1¾	825	137	179	11000	3850	B6.00/20	DB6.00/20	Her JXA	6-3½x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x⅞	T
101	262	1¾-2	995	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3½x4¼	WG T9	U 4	No	Cla B473	SF	H	Opt	Opt	8x3x⅞	T
102	.....311B	2	1060	155	179	13000	4500	B6.50/20	DB6.50/20	Her JXB	6-3½x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x⅞	T
103	.....351B	2½	1315	155	179	15000	5125	B7.00/20	DB7.00/20	Her JXC	Cla 116A		U 5	No	Cla B642	SF	H	Opt	Opt	8x3x⅞	T
104	.....311DR	2½	1345	155	179	14000	4600	B6.50/20	DB6.50/20	Her JXB	6-3½x4¼	WG T9	U 4	No	Wis 4916L	2F	R	Opt	Opt	8x3x¼	T
105	.....411B	3	1895	189	225	17000	5600	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Cla R909	U 5	No	Cla B642	SF	R	Opt	Opt	10x3x¼	T
106	.....351DR	3	1650	155	179	16000	5300	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla 116A	U 5	No	Wis 4916L	2F	R	Opt	Opt	8x3x¼	T
107	.....511B	4	2195	189	225	18000	6600	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Tim 58205H	SF	R	Opt	Opt	10x3x¼	T
108	.....411DR	4	2195	189	225	18000	6200	B7.50/20	DB7.50/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 70000	2F	R	Opt	Opt	10x3x¼	T
109	.....511DR	5	2550	189	225	20000	7200	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 1337H	2F	R	Opt	Opt	10x3x¼	T
110	.....740A	5-6	3695	178	232	22000	8500	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL5351	U 5	Op	Wis 1337H	2F	R	Opt	Opt	7½x3½x¼	P
111	750	5-7	4600	178	232	28000	10000	B9.75/22	DB9.75/22	Her YXC	6-4⅝x5¼	Co 8A5	A 5	Op	Wis 1737 KW	2F	R	Opt	Opt	7½x3½x¼	P
112	1515	7½	6800	171	Op	36000	12000	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 744	A 4	A 3	Wis 79730	2F	R	Opt	Opt	9x3½x¼	P
113	Differential...E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	P
114	Dodge Bros.....KC	Com'l	385	111	111	.....	1775	B5.27/17	B5.25/17	Own	6-3½x4⅝	Own	U 3	No	Own	S½	H	4.11	11.5	5x2x⅞	X
115	.....KCL	Com'l	415	119	119	.....	1805	B5.25/17	B5.25/17	Own	6-3½x4⅝	Own	U 3	No	Own	S½	H	4.11	11.5	5½x2x½x⅝	C
♦ 116	.....K20	¾	540	131	131	5500	2559	B6.00/20	P32x6	Own	6-3¼x4½	Own	U 4	No	Own	SF	H	4.87	31.2	6½x2½x½	C
♦ 117	.....K-20X	1	540	131	121	6075	2612	B6.00/20	P32x6	Own	6-3¼x4½	Own	U 4	No	Own	SF	H	4.87	31.2	6½x2½x½	C
♦ 118	.....K22	1	870	140	140	7800	2710	B7.00/20	B7.00/20	Own	6-3½x4½	Own	U 5	No	Own	SF	H	5.66	40.0	8x2½x½	C
♦ 119	.....K30	1½-2	540	131	131	8400	2667	B6.00/20	P32x6	Own	6-3¼x4½	Own	U 4	Op	Own	SF	H	4.87	31.2	6½x2½x½	C
♦ 120	.....KH-30	1½-2	535	131	161	8400	2612	B6.00/20	P32x6	Own	6-3¼x4½	Own	U 4	No	Own	SF	H	4.87	31.2	6½x2½x½	C
121	.....K32	1½-2	545	136	161	10500	2885	B6 00/20	P32x6	Own	6-3¼x4½	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2½x⅞	C
122	.....KD32	1½-3	560	136	161	10500	2858	B6.00/20	P32x6	Own	6-3½x4½	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2½x⅞	C
123	.....(Cont.).KS32	1½-3	560	136	161	10500	2866	B6.00/20	P32x6	Own	6-3½x4½	Own	U 4	Op	Own	SF	H	5.66	36 2	7x2½x⅞	C

♦—Denotes new model or change in specifications.

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Feed	Electrical: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location Type, Operation	Lining Area	Drum Material	Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Rear	Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10⅜	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	76–2800	L	C	A	7–2⅜	10 1/16	FP	No	Zen	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
7	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
8	360	4.7	238	40.3	80–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TX	106	Opt	31½	41x2½	62⅝x2½	N
9	529	4.4	355	51.2	115–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	41x2½	62⅝x3	N
10	428	4.4	280	45.9	93–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93 1/16	Opt	31½	41x2½	62⅝x3	N
11	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 1/16	Opt	31½	41x2½	62⅝x3	N
12	529	4.4	355	51.2	115–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93 1/16	Opt	31½	41x2½	62⅝x3	N
13	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 31000	Ros	LO4IDV	450	c	2I	88⅜	60⅜	34⅛	40x2½	54x3	½
14	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4IDV	450	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
15	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
16	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
17	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	FD	188⅛	102¼	34⅛	42x3	53x3	½
18	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	FD	89¾	61¾	34⅛	42¼x3	53½x4	½
19	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	161⅝	82¼	34⅛	41⅜x3	53½x4	½
20	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	LO4IDV	660	c	FD	115⅞	71½	34¼	41⅜x3	54⅜x4	½
21	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim 26450	Ros	BO4IMv	580	c	FD	210	119¼	34⅛	42¼x3	53½x4	½
22	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	162⅞	102¾	34⅛	41⅜x3	54⅜x4	½
23	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	244⅞	127½	34¼	42½x3	54⅜x4	½
24	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	450	c	2I	134	72¼	34	41¼x3	53x3	½
25	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4IDV	519	c	2I	176	102¼	34	41⅜x3	53x3	½
26	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	116	71¼	34	41⅜x3	53x3	½
27	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	176	103¼	34	41⅜x3	53x3	½
28	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4IDV	543	c	FD	134	84¼	34	41⅜x3	53½x4	½
29	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	c	FD	158	103¼	34	41⅜x3	53½x4	½
30	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	c	FD	242	120¼	34	41⅜x3	53½x4	½
31	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
32	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
33	282	5.1	188	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
34	282	5.1	188	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x3	N
35	358	5.1	254	38.4	110–2800	F	G	A	7–2 11/16	12½	FP	Wa	Ma	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
36	462	5.0	324	45.9	125–2600	F	G	A	7–3	13⅞	FP	Wa	Str	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
37	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F212	Ros	L4IH	312	G	TX	89	54	34	47x2¼	60x2½	N
38	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
39	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
40	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	458	G	PX	172	105	32	47x2½	60x3	N
41	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	490	G	PX	172	105	32	47x2½	60x3	N
42	298	5.2	194	33.8	86–2800	L	G	A	4–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F318	Ros	L4IH	490	G	PX	170	105	32	47x2½	60x3	N
43	361	5.0	240	44.0	98–2500	L	G	A	7–2⅝	12 11/16	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 35120	Ros	Ws4IA	616	G	PX	110	76	34	47x2½	60x3	N
44	500	5.0	330	48.6	110–2200	L	G	A	7–3	12⅝	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 26450	Ros	Ws4IA	616	G	PX	154	103	34	47x2½	60x3	N
45	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Tim 30020H	Ros	L4IH	248	G	TX	111	65	34	37x2¼	52x2½	½
46	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10 1/16	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
47	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10 1/16	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
48	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13 1/16	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
49	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
50	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
51	311	4.2	196	38.4	82–2400	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
52	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
53	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
54	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34⅛	40x2½	54x3	½
55	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34⅛	40x2½	54x3	½
56	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34⅛	40x2½	54x3	½
57	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34¼	40x2½	54x3	½
58	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	Lw4IDV	600	G	CD	210	125	34¼	40x2½	54x3	½
59	753	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	108	68	32	40x3	54x3½	½
60	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10 1/16	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IHV	365	G	CD	141	84	34	37x2¼	54x2½	½
61	361	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
62	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
63	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
64	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34	40x2½	54x3	½
65	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34⅛	40x2½	54x3	½
66	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34⅛	40x2½	54x3	½
67	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13 1/16	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	192	113	34⅛	40x2½	54x3	½
68	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	210	125	34¼	40x2½	54x3	½
69	754	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	180	112	32	40x3	54x3½	½
70	207	5.45	147	26.3	60–3000	H	G	C	3–2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	170	p	4I	66½	32½	....	36x1¾	54x1¾	N
71	207	5.45	147	26.3	60–3000	H	G	C	3–2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	86⅜	51½	36	36x1¾	45x2½	N
72	207	5.45	147	26.3	60–3000	H	G	C	3–2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	112⅜	77½	36	36x1¾	45x2½	N
73	200	4.7	125	24.0	49–2800	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own SF	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
74	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
75	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
76	248	5.0	160	27.3	78–3200	L	C	C	7–2⅜	10 1/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
77	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
78	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
79	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
80	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
81	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
82	383	4.5	236	43.3	95–2500	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
83	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
84	248	5.0	160	27.3	78–3200	L	C	C	7–2⅜	10 1/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
85	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
86	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
87	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
88	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13 1/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
89	611	4.5	384	54.1	127–2300	L	G	A	7–3	13 11/16	FP	No	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
90	228	4.4	142	27.3	59–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	XF	130½	79½	34	40x2¼	54x2½	½
91	263	4.4	164	31.5	68–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	168	108½	34	40x2¼	54x3	½
92	282	4.4	176	33.7	73–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	282	a	XF	168	108½	33½	40x2¼	54x3	½
93	339	4.7	234	38.4	94–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	197	118½	33½	42x2½	56x3	½
94	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	197	118½	34	42x2½	56x3	½
95	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	197	118½	34	42x2½	56x3	½
96	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IH	692	a	DF	246	149	33	45x3	60x4	½
97	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
98	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
99	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
100	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F212	Ros	L4IH	265	a	TX	96	54	34	42x2½	53x2½	½
101	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	265	a	TX	126	72	34	42x2½	53x2½	½
102	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
103	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
104	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
105	339	5 0	232	38.4	103–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F322	Ros	L4IHV	350	a	TD	168	102	34	42x2½	56x3	½
106	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x3	½
107	339	5.0	232	38.4	103–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Shu F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
108	384	5.0	258	43.3	107–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F322	Ros	L4IHV	408	a	TD	168	102	34	42x2½	56x3	½
109	384	5.0	258	43.3	107–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Shu F322	Ros	L4IHV	499	a	TD	168	102	34	42x2½	56x3	½
110	428	4.4	278	45.9	93–2200	L	G	C	7–3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 15682B	Ros	L4IHV	499	a	TD	138	89¼	34	46x3	56x3	½
111	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678–28	Ros	Ws 41A	552	a	TD	138	89¼	34	46x3	56x3½	½
112	707	...	455	60.0	148–2000	L	G	C	7–3½	17	PC	Ha	Zen	M	AL	AL	D.BL	GO	Spi	Shu 678–28	Ros	Ws 41A	...	a	TD	Opt	Opt	34	46x3	56x4	½
113	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
114	201	5.8	136	23.4	70–3000	L	C	A	4–2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	111	c	TX	52½	25 1/16	44 3/32	36x1½	53½x1½	N
115	201	5.8	136	23.4	70–3000	L	C	A	4–2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	111	c	TX	60 17/32	33 7/32	44 3/32	36x1½	53½x1½	N
116	217	5.6	150	25.3	70–3000	L	C	S	4–2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N
117	217	5.6	150	25.3	70–3000	L	C	S	4–2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N
118	242	5.4	170	27.3	85–3200	L	C	A	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 3/16	55 3/32	34	39x2	48x2½	N
119	217	5.6	150	25.3	70–3000	L	C	S	4–2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N
120	201	5.8	138	23.4	72–3000	L	C	S	4–2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N
121	217	5.6	150	25.3	70–3000	L	C	S	4–2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99 11/16	51 1/16	34	36x1¾	48x2¼	N
122	201	5.8	136	23.4	70–3000	L	C	A	4–2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99 11/16	51 1/16	34	36x1¾	48x2¼	N
123	242	5 4	170	27.3	85–3200	L	C	A	4–2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99 11/16	51 1/16	34	36x1¾	48x2¼	N

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS — ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	Dodge Bros.....K35	1½–4	870	140–169		12500	3580	B6.50/20	DB6.50/20	Own	6–3¾x4½	Own	U 5	Op	Own	SF	H	6.33	44.7	8½x2½x¼	C
2	(Concluded)..K45	2–4	870	140	169	12500	3675	B7.00/20	DB7.00/20	Own	6–3¾x4½	Own	U 5	Op	Own	SF	H	6.33	44.7	8½x2½x¼	C
3	.....F40	2–4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9½x3¼x½	C
4	.....K50	2–5	1995	150	190	19000	5344	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9½x3¼x½	C
5	.....(5) F-61	3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼x½	C
6	.....(5) K-71	3–6	2575	170	195	22000	5789	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼x½	C
7	.....G-80	4–8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8–3½x5	Own	U 5	Op	Own	SF	H	7.71	62.7	10½x3½x¼	C
♦ 8	Duplex.....S	.....	***	166	Op	18000	6250	B8.25/20	DB8.25/20	Bud K325	6–3½x4¼	BL 2352	U 5	No	Tim 65200	WF	H	Opt	Opt	7x¼x3½	C
♦ 9	.....SAC	.....	***	175	Op	22000	7135	B9.75/20	DB9.75/20	Bud K425	6–4½x4¼	BL 3353	U 5	No	Tim 75733	WF	H	Opt	Opt	7x¼x3½	C
♦ 10	.....K	.....	***	172	Op	27500	7525	B10.50/20	DB10.50/20	Bud L525	6–4½x4½	BL 5351	U 5	No	Tim 76733	w/2F	R	Opt	Opt	8x¼x3½	C
11	Esco.....234	2–2½	2860	165	205	15000	5900	B7.50/20	DB7.50/20	Con E603	6–4¼x4½	Cl 105R	U 5	No	Cla B642	BF	H	5.75	40.7	6x3¼	C
12	Fageol.....102	1½–2½	1350	148	172	11200	4000	B6.00/20	DB6.00/20	Wau ZK	6–3½x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x	C
♦ 13	.....106BK	1½–2½	1700	161	195	11200	5000	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3x	C
♦ 14	.....106RA	1½–2½	1825	161	195	12700	5100	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x	C
15	.....135HP	2–3	2250	161	195	13400	5800	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x	C
16	.....135RA	2–3	2400	161	195	15000	6000	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 56200H	BF	H	7.4	47.4	6x3x	C
17	.....135SC	2–3	2150	161	210	14700	5100	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3x	C
♦ 18	.....135BK	2–3	2050	161	195	13400	5700	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3x	C
19	.....250HP	2½–4	3000	178	196	16300	7200	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
20	.....250MS	2½–4	2700	178	196	16300	6875	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
21	.....250MK	2½–4	2750	178	196	16300	6900	B8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3x¼	T
22	.....250RA	2½–4	3150	178	196	19500	7400	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3x¼	T
23	.....250SC	2½–4	2925	178	230	17500	6900	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3x¼	T
24	.....300HP	3–5	3500	178	196	20700	7900	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	R	7.8	56.8	8x3x¼	T
25	.....300RA	3–5	3775	178	196	25300	8400	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 65725H	WF	R	7.8	56.8	8x3x¼	T
♦ 26	.....370HP	5–6	5000	182	200	25300	9950	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x½	C
♦ 27	.....370SR	5–6	4850	182	200	25300	9750	B9.75/20	DB9.75/20	Wau 6SRK	6–4½x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x½	C
28	.....370RA	5–6	5250	182	200	31000	10200	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x½	C
29	.....470HP	6–7	5500	182	200	33500	10350	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x½	C
♦ 30	.....685RB	8–10	7100	174	174	42000	12750	B10.50/24	DB10.50/24	Wau 6RB	6–5x5¼	BL734	U 4	A 3	Tim 68720W	WF	R	6.54	144.	8½x4x¼	C
♦ 31	Federal.....DM	.....	975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4–3¼x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	36.2	6x2¾x¼	T
32	15	1½	745	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3½x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2½x½	T
33	.....15X	1½	645	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3½x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2½x½	T
34	.....18X	2	845	137	187	11000	3800	P6.50/20	DB6.50/20	Her JXA	6–3½x4¼	WG T9	U 4	No	Cla B484	SF	H	6.88	44.0	8½x2½x½	T
35	20	2	1065	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6–3½x4¼	WG T9	U 4	No	Tim 54300H	SF	H	6.80	43.5	8½x2½x½	T
36	25	2½	1325	137	187	14000	4500	B7.00/20	DB7.00/20	Her JXC	6–3½x4¼	Cla R115	U 4	No	Cla B640	SF	H	6.38	45.2	8½x2½x½	T
37	.....T3W	2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4–4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.	6x3¼x¼	C
38	.....T3WFA	2½–3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4–4x5	Own 7754	A 4	No	Tim 65001H	WF	R	7.85	43.8	6x3¼x¼	C
39	30	2½–3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	Cla R114	U 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
40	40	3½–4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Cla R908	U 5	No	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
41	.....40DR	3½–4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4½x4¾	Cla R908	U 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
42	.....T10B	3½–4	2550	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 58200H	SF	R	6.83	44.5	7½x3½x½	C
43	.....T10DR-T10W	3½–4	2685	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 65200H	w/2F	R	6.75	44.0	7½x3½x½	C
44	.....U6-U6DR	4½–5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6–4½x4¾	Cla B 710	A 5	No	Tim 65796H	w/2F	R	7.75	50.4	7½x3½x¼	C
♦ 45	50	4½–5	3075	175	237	22000	7150	B9.00/20	DB9.00/20	Wau 6MZ	6–4¼x4¾	Cla R908	U 5	No	Tim 75733H	2F	R	7.37	59.9	10x3½x¼	T
46	.....C7-C7W	6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Wau 6SRK	6–4½x5½	Cla B 710	A 5	No	Tim 76736H	w/2F	R	7.89	51.3	7½x3½x½	P
47	.....C8-C8W	6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Wau 6SRK	6–4½x5½	Cla B 710	A 5	No	Tim 76736W	w/2F	R	7.89	51.3	7½x3½x½	P
48	.....X8DR-X8	7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4–5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11	76.0	9½x3½x¼	C
49	.....X8RDR-X8R	7½	4735	162	186	30000	10475	P40x8	DP40x8	Wau 6SRK	6–4½x5¼	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11	76.0	9½x3½x¼	C
50	Ford.....Truck (14)	1½	470	131	131	.....	2770	B6.00/20	P32x6	Own	4–3¼x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x¼	C
51	.....Truck (14)	1½	490	157	157	.....	2880	B6.00/20	P32x6	Own	4–3¼x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x¼	C
52	.....Truck (14)	1½	500	131	131	.....	2858	B6.00/20	P32x6	Own	8–3½x3¾	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x¼	C
53	.....Truck (14)	1½	520	157	157	.....	2968	B6.00/20	P32x6	Own	8–3½x3¾	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x¼	C
54	.....Comm.	3950Lb.	360	112	112	.....	1730	B5.50/17	B5.50/17	Own	8–3x3¾	Own	U 3	No	Own	SF	U	4.11	11.5	6x1¾x.105	C
♦ 55	General Mot...T-16	1½–2	570	131	157	9300	3105	P30x5	P32x6	Own 213	6–3¼x4½	Own	U 4	No	Own	SF	H	5.67	40.9	7x2¾x¼	T
56	.....T-18	2–3	675	140	164	10500	3270	P30x5	P32x6	Own 221	6–3½x4½	Own	U 4	No	Own	SF	H	5.67	37.3	7½x2¾x¼	T
57	.....T-23	2–3	795	140	164	11000	3480	B6.50/20	DB6.50/20	Own 221	6–3½x4½	Own	U 4	No	Own	SF	H	5.67	37.3	7½x2¾x¼	T
58	.....T-23	2½–3½	925	142	184	12500	4130	B6.50/20	DB6.50/20	Own 221	6–3½x4½	Own	U 4	No	Own	SF	H	5.67	37.3	8x3x¼	T
59	.....T-33	3–3½	1395	142	184	14000	4470	P32x6	DP32x6	Own 257	6–3½x4½	Own	U 4	No	Own	SF	H	5.63	35.5	8x3x¼	T
60	.....T-43	3½–4½	1595	142	184	16000	4955	P32x6	DP32x6	Own 257	6–3½x4½	Own	U 4	No	Own	SF	H	6.57	41.4	8x3x¼	T
61	.....(T) T-43T	7–9	1995	145	169	29200	5255	P32x6	DP32x6	Own 331	6–3¾x5	Own	U 4	No	Own	SF	H	6.57	40.6	8x3x¼	T
♦ 62	.....T-46	4–5½	2135	145	187	19000	5635	P32x6	DP32x6	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	T
63	.....T-51	4–5½	2480	145	200	19000	6090	P34x7	DP34x7	O..n 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	TL
64	.....T-51	4–5½	2480	155	200	19000	6111	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	TL
65	.....T-51	4–5½	2775	145	193	20000	6960	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	
66	.....T-51W	5–6½	2895	145	193	23000	7810	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x½	L
67	.....T-51H	5–6½	3095	145	193	23000	7745	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x½	L
68	.....T-61	5–6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6–4½x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x½	TL
69	.....T-61	5–6½	3710	154	200	22000	7510	B9.00/20	DB9.00/20	Own 400	6–4½x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x½	TL
70	.....T-61	5–6½	4095	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6–4½x5	Own	U 5	Op	Own	2F	R	8.64	57.3	9x3½x½	
71	.....T-83	5–7½	4985	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6–4½x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9½x3½x½	L
72	.....T-84	7–9	5260	145	193	30000	8995	B9.75/20	DB9.75/20	Own 450	6–4¾x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9½x3½x½	L
73	.....T-84SX	7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6–4½x5	Own	U 4	No	Own	2F	R	10.1	64.2	9½x4x½	L
74	....(c.o.e.) T-73	3–3½	2995	94	142	15000	6925	P34x7	DP34x7	Own 257	6–3½x4½	Own	U 5	No	Own	SF	H	5.63	34.6	8x3½x¼	
75	....(c.o.e.) T-73H	3½–4½	3150	94	142	18000	7085	P34x7	DP34x7	Own 257	6–3½x4½	Own	U 5	No	Own	SF	H	6.57	40.4	8x3½x¼	
76	....(c.o.e.) T-74	3½–4½	3695	94	142	18000	7660	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	SF	H	6.57	43.5	8x3½x¼	
77	....(c.o.e.) T-74H	4–5½	4150	94	142	21000	8530	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	2F	H	8.50	56.5	9x3½x½	
78	.....(c.o.e.) T-75	5–6½	5490	106	160	24000	9815	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.64	57.3	9½x4½x½	
79	(T).(c.o.e.) T-75T	10–13	5340	94	94	24000	9310	B9.75/20	DB9.75/20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.64	57.3	9½x4½x½	
80	....(c.o.e.) T-75H	5–7½	6010	106	160	27000	10385	B9.75/20	DB975.20	Own 400	6–4½x5	Own	U 5	No	Own	2F	R	8.50	56.4	9½x4½x½	
81	.....(c.o.e.) T-78	7–9	6160	106	160	30000	10805	B10.50/22	DB10.50/22	Own 450	6–4½x5	Own	U 5	No	Own	2F	R	8.50	56.4	9½x4½x½	
82	(T).(c.o.e.) T-78T	13–17	5950	94	94	30000	10215	B10.50/22	DB10.50/22	Own 450	6–4½x5	Own	U 5	No	Own	2F	R	8.50	56.4	9½x4½x½	
83	Jramm.....AX4	1–1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4–3¼x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	
84	.....AX6	1–1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6–3¾x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	
85	.....BX4	1½–2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4–3¼x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	
86	.....BX6	1½–2	995	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6–3¾x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	
87	.....BXF	1½–2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc A8D	6–3¾x4½	BL 314	U 4	No	Tim 53200H	BF	H	5.6	37	7x2¾x¼	
88	.....B	1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 4BL	6–3¾x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.1	7x2½x¼	
89	.....BF	2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc ACD	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	
90	.....CX4	2–3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	C Lyc 20	4–3¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	
91	.....CX6	2–3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6–3¾x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	
92	C	2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc AS	6–3¾x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	
93	.....CXH	2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	
94	.....CF	2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc A8D	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	
95	.....CXF	2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	BL 554	U 4	No	Tim 54200H	BF	H	5.8	41.6	7x2½x¼	
96	.....D	2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc A8D	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	
97	.....DF	2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4½x4¾	BL 554	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	
98	.....EX	3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3¾x4¾	BL 324	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	
99	.....E330	3–4½	2595	160	224	20700	5950	B8.25/20	DB8.25/20	Lyc TS	6–3½x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
100	.....ED	3–4½	3995	160	224	20700	6100	B8.25/20	DB8.25/20	Cum Die	4–4¼x6	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
101	.....EY190	3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	L
102	.....GY	4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4½x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
103	.....G	4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4½x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	
104	.....GH	4–6	5590	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6–5½x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
105	.....GW	5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4¾x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	45.0	7½x3¼x¼	P
106	.....GWD	5–7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die.	6–4¾x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	
107	.....HY	5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4¾x5¼	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L
108	G.-P.....(7) 635	2–3	1445	154	160	15000	3650	B7.00/20	DB7.00/20	Lyc 8B	6–3½x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	6.3	42.9	9x¼x3	TL
109	645	2½–3½	2425	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6–3¾x4¾	Fu 5-A-380	U 5	No	Tim 58200H	SF	H	6.5	47.8	10x3½x½	TL
110	.....(7) 665	3½–5	4170	162	179	20000	7600	B9.00/20	DB9.00/20	Wa6-110-358	6–4x4¾	Fu 5-A-380	U 5	No	Wis 70000L	2F	R	8.0	56.0	12x3½x½	TL
111	.....(7) 675	5–7	5445	162	179	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6–4¾x5½	Fu 5-A-530	U 5	No	Wis 1337H	2F	R	8.6	61.0	14x3½x¼	TL
112	Hendrickson....158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6–3¾x4¾	Fu 5-A-38	U 5	No	Tim 54200H	SF	H	Opt	Opt	8x3x¼	C
113	198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Fu 5-A-38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x¼	P
114	248	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6–4x4¾	Fu 5-A-38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x¼	P
115	328	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6–4½x5½	Fu 5-A-53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x¼	P
♦116	Hug.....15A	1¼–2¼	785	130	155	10000	3750	B6.50/20	B6.50/20	Wau 6BL	6–3½x4¼	Cla B312	U 4	No	Cla B373	SF	H	5.66	37.1	8x2½x¼	T
♦117	.....19A	2½–3	1365	118	118	14500	4500	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	Spl 2253	U 5	No	Cla B642	SF	H	7.16	43.	8x2½x¼	T
118	23	2	1785	146	191	12310	5510	B7.00/20	DB7.00/20	Bud H298	6–3¾x4½	Fu MJU	U 4	No	Cla B611	SF	H	5.66	36.0	8x3x¼	
119	238	2½	2320	146	201	16400	6400	B8.25/20	DB8.25/20	Bud H298	6–3¾x4½	Fu MJU	U 4	No	Cla B642	SF	H	6.42	40.8	8x3x¼	T
120	.....42J	3	2175	146	201	15400	6400	B8.25/20	DB8.25/20	Bud H298	6–3¾x4½	Fu MLU	U 4	No	Cla B805	SF	H	6.37	40.5	8x3x¼	
121	418	3	5070	158	158	18165	8500	B9.75/20	B12.75/20	Bud K428	6–4½x4¼	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	8.95	119.	8x3x¼	T
122	.....42K	3	2685	146	201	20300	7300	B9.00/20	DB9.00/20	Bud K369	6–4¼x4¾	Fu 5-A-380	U 5	No	Cla B805	SF	H	7.12	42.0	8x3x¼	
123	.....(Cont.) 70	3	3495	122	122	18000	7370	B9.00/20	DB9.00/20	Bud K369	6–4½x4¼	Fu 5-A-380	U 5	No	Wis 70000Q	2F	H	9.14	64.0	6x3x¼	

♦—Denotes new model or change in specifications.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	Fuel Feed	ELECTRICAL: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	Lining Area	Drum Material	Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	Rear	Auxiliary Type
1	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 5/16	55 5/16	34	39x2	48x2½	½
2	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 5/16	55 5/16	34	39x2	48x2½	½
3	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69¾	33 11/16	42x3	56½x3½	½
4	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69¾	33 11/16	42x3	56½x3½	½
5	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
6	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
7	385	5.0	260	39.2	115-3000	L	G	S	9-2¾	13	CC	Mo	Str	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	600	a	CD	99 11/16	65 11/16	34 5/16	42x3	56x3½	½
8	330	4.5	213	33.7	61-2100	L	G	C	7-3r	9⅞	FP	No	Str	P	AL	AL	D.BL	Yo	Cle	Shu 5510	Ros	L4IHV	399	a	TD	Opt	79	34	38x2½	52x2½	N
9	428	4.5	280	45.9	102-2400	L	G	C	7-3r	9⅞	FP	No	Str	P	AL	AL	D.BL	Yo	Cle	Shu 5550	Ros	L4IHV	504	a	TD	Opt	85	34	38x2½	52x3	½
10	525	4.5	348	48.6	111-2200	L	G	C	7-3	11½	FP	Mo	Str	P	AL	AL	D.BL	Yo	Cle	Shu 637	Ros	L4IHV	554	a	TD	Opt	85	34	42x3	52x3½	½
11	382	4.6	250	43.3	95-2500	L	G	N	7-2⅝	12 11/16	CC	Ha	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IHV	350	a	TX	136¾	82	34	40½x3	55½x3	½
12	222	4.9	142	27.3	62-2800	L	G	A	4-2⅜	6½	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 30010H	Ros	L4IH	257	G	TX	132	77¾	34	32¾x2	50x2½	½
13	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 30000H	Ros	L4IH	272	G	TX	144	81½	34	37x2½	56x3	½
14	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 30000H	Ros	L4IH	272	G	TX	144	81½	34	37x2½	56x3	½
15	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
16	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	355	G	TX	144	81½	34	37x2½	56x3	½
17	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
18	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
19	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	FD	167⅛	97⅛	34	41x2½	56x3	½
20	315	4.6	200	33.7	70-2200	L	G	A	7-2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
21	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
22	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	56x3	½
23	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	355	G	FD	168⅛	97⅛	34	41x2½	56x3	½
24	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
25	358	5.2	254	38.4	110-2800	F	G	A	7-2⅛	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	484	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
26	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
27	517	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
28	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	663	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
29	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450H	Ros	L4IHV	717	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
30	377	4.4	440	60.0	125-1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim27050Tw	Ros	Ws4IA	757	G	FD	132	86	34	42½x3	64½x4	½
31	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	.....	.....	34	38½x2¼	50x2½	N
32	228	4.7	149	27.3	62-2600	L	G	C	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
33	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10 11/16	PC	No	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
34	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10 11/16	PC	No	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	260	a	TX	101	51⅛	34	38x2½	50x2½	½
35	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L4IH	336	a	TX	101	51⅛	34	38x2½	50x2½	½
36	282	5.4	176	33.7	72-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F308	Ge	L4IH	336	a	TD	101	51⅛	34	38x2½	50x3	½
37	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2½	52x3	½
38	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	379	a	TI	119	71	34	38x2½	52x3	½
39	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L4IHV	336	a	FD	115	82	34	42x2½	52x3	½
40	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
41	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
42	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 5/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
43	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 5/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
44	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 5/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
45	404	6.0	274	42.5	90-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Tim 35000H	Ros	L41HV	465	a	FD	115	82	34	42x2½	54x3	½
46	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L4IHV	486	a	TD	162	102	34	42x3	56x3½	½
47	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W4IA	613	a	TD	162	102	34	42x3	56x3½	½
48	471	3.7	288	40.0	61-1350	L	G	C	3-2¾	10¾	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
49	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
50	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	94¾	51¼	38	33x2¼	50x2½	O
51	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	120 5/16	76 11/16	38	33x2¼	50x2½	O
52	220	5.5	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	109⅝	51 5/16	38	33x2¼	50x2½	O
53	220	5.5	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	145⅜	76 11/16	38	33x2¼	50x2½	O
54	220	5.5	148	30.0	85-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	.....	31⅛	43	44⅝x2¼	44⅝x2¼	N
55	213	5.7	147	26.3	70-3300	L	C	B	4-2 11/16	6 7/16	FP	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	Pc	4I	86⅜	51½	36	36x1¾	45x2½	O
56	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	C	2I	106⅞	60	36	36x1¾	45x2½	½
57	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	OB4IM	256	C	TX	106⅞	60	36	36x1¾	45x2½	½
58	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	OB4IM	281	C	TX	107	60	34	38x2	45x2½	½
59	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	346	a	TX	107	60	34	38x2½	50x3	½
60	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	416	a	TX	107	60	34	38x2½	50x3	½
61	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	416	a	TX	104	60	34	38x2½	50x3	½
62	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	107	60	34 5/16	40x3	50x3	½
63	331	4.4	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	70	34 5/16	40x3	50x3	½
64	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	70	34 5/16	40x3	50x3	½
65	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	72	34	40x3	50x3	½
66	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	125	72	34	40x3	54x3	½
67	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	125	72	34	40x3	54x3	½
68	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 5/16	40x3	54x3	½
69	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	69¼	34 5/16	40x3	54x3	½
70	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	125	72	34	50x3	54x3	½
71	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	125	72	34	50x3½	54x3	½
72	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	125	72	34	50x3½	54x3	½
73	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	210	117	34 5/16	50x3½	54x3	½
74	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	72	34⅛	50x3	50x3	½
75	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	112	72	34⅛	50x3	50x3	½
76	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	119	72	34⅛	50x3	50x3	½
77	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	542	a	TX	112	72	34⅛	50x3	50x3	½
78	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	586	a	TX	119	84	34⅛	50x3½	54x3	½
79	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	542	a	TX	107	72	34⅛	50x3	54x3	½
80	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	119	84	34⅛	50x3½	54x3	½
81	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	119	84	34⅛	50x3½	54x3	½
82	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	615	a	TX	107	72	34⅛	50x3	54x3	½
83	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
84	214	5.3	142	27.4	71-3200	L	C	A	4-2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
85	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
86	214	5.3	142	27.3	71-3200	L	C	A	4-2⅜	6⅜	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
87	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
88	224	4.7	146	25.3	61-2900	L	G	C	4-2⅜	8 5/16	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅝	34	40x2¼	50x2½	½
89	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅝	34	40x2¼	50x2½	½
90	227	4.7	142	27.2	55-2400	L	G	C	3-2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
91	248	5.0	136	27.3	70-3000	L	C	C	7-2⅜	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
92	278	4.7	182	31.5	85-3300	L	G	A	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
93	282	5.4	176	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	81	51¾	34	36x2¼	45x2½	½
94	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
95	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13 5/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
96	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
97	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 5/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
98	318	4.5	203	36.	80-2700	L	G	C	7-2⅝	12 11/16	CC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
99	353	4.8	245	36.2	98-2700	L	G	C	4-2¾	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
100	448	17.	280	38.0	83-1800	H	G	N	5-3¾	12	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2½	56x3	½
101	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41½	44x2½	60x3	½
102	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176 1/16	119 1/16	41½	44x2½	[illegible]x3	½
103	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	[illegible]x3	½
104	779	4.5	505	66.2	143-1600	L	G	H	7-3½	17	PC	No	Til	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	[illegible]x3	½
105	428	4.1	268	45.9	100-2200	H	C	C	7-2¾	13 5/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128½	73½	36	46x3	58x3½	½
106	672	17.	440	57.0	125-1800	H	G	N	7-3¼	16½	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128½	73½	36	46x3	58x3½	½
107	611	4.1	382	54.1	127-2300	L	G	A	7-3	13 11/16	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	198½	141½	41½	41x3	60x4	½
108	255	4.7	160	27.3	65-2800	L	G	C	4-2⅜	8 5/16	PC	No	Zen	M	MY	AL	P.BB	Ow	Spi	Tim 30000H	Ros	L4IH	268	a	TD	Opt	71	31	40x2½	54x3	½
109	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	7 5/16	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 31000H	Ros	L4IH	342	a	TD	Opt	72	31	40x2½	54x3	½
110	358	5.2	254	38.4	110-2800	F	G	C	7-2⅛	10¾	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 35000H	Ros	L4IH	394	a	TD	Opt	74½	34	40x3	58x3½	½
111	462	5.1	324	45.4	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 35000H	Ros	L4IH	574	a	TD	Opt	86	34	40x3	58x3½	½
112	255	4.6	182	27.3	90-3200	F	G	C	4-2⅝	6 11/16	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 31000H	Ros	L4IHV	306	p	TD	Opt	Opt	34	40½x3½	50½x3	N
113	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	500	a	TD	Opt	Opt	34	40½x3½	50½x3	N
114	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	53x3½	N
115	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 27450	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	66x4	N
116	245	5.2	162	29.4	72-2800	L	G	C	7-2⅜	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F212	Ros	L4IH	318	c	TX	108	63¼	31½	34x2	48x2½	..
117	282	5.2	188	33.8	85-3200	L	G	C	7-2⅜	10¼	FP	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F308	Ros	L4IH	318	c	TX	79	51	31½	34x2½	48x3	½
118	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
119	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
120	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	FP	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
121	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	p G	CD	115	72½	31½	41½x2½	54⅞x3	½
122	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	BL 61	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
123	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34⅛	41⅞x2½	48½x3	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS								FRAME	
									ENGINE		TRANSMISSION			REAR AXLE				
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	Hug (Concluded) 87K	3½	4360	128	128	23000	8156	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu MHOG	A 8	No	Wis 1237Q	2F	H	8.95	79.0	7x3½x¼	I
2	43	3½	3510	146	201	23000	7800	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu 5-A-530	U 5	No	Wis 1237H	2F	H	8.95	69.0	8x3x¼	I
3	.....87Q	5	4985	144	144	28200	8300	B10.50/20	DB10.50/20	Bud K428	6-4⅜x4¾	Fu 5-A-530	U 5	A 2	Wis 19027	2F	H	11.1	178.	8x4x¼	I
4	.....43L	5	4325	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu 5-A-530	U 5	No	Wis 1737KW	2F	H	9.16	64.0	8x3x¼	I
5	.....97L	7½	5925	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5-A-530	U 5	A 2	Wis 19027	2F	H	11.1	178.	8x4x¼	I
6	Indiana.....85	1½	1025	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4½	BL 124	U 4	No	Tim 53200H	8F	H	5.66	35.1	7½x2½x½	T
7	95	2	1195	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	8F	H	5.85	36.2	7½x2½x½	T
8	.....95DR	2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7½x2½x½	T
9	.....17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	8F	H	6.83	43.0	8x3x¼	T
10	.....17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 70000H	2F	R	7.06	44.5	8x3x¼	T
11	17	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 3341	U 4	Op	Tim 58205H	8F	R	6.14	38.7	8½x3x½	T
12	.....17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½x3x½	T
13	.....19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x½	T
14	.....43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x½	T
15	.....45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5⅛	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3¾x½	T
16	.....47DR	5–7	7500	180	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDle.	6-4½x6	Fu 7351	U 5	No	Wis 1910W	2F	R	6.16	45.0	8½x3½x½	T
17	International.....C	1½	440	113	125	2220	4400	B5.25/18	B5.25/18	Own HD	6-3¼x4½	Own D	U 3	No	Own HDR-55	8F	H	4.18	12.8	5¾x2¼x½	T
18	.....M2	1	850	118	118	3215	7100	B6.50/20	B6.50/20	Wau XAH	4-3¾x4¼	Own H4A	U 4	No	Own 713	8F	H	6.17	39.5	6x2¾x¼	T
19	.....(8)A2	1½	615	136	160	2930	8000	B6.00/20	B6.00/20	Wau XAH	4-3¾x4½	Own H4A	U 4	No	Own 708	8F	H	5.29	33.8	5¼x2¾x½	T
♦ 20	.....B3	1½	695	136	175	3530	10100	P30x5	P32x6	Own FAB-2	6-3½x4	Own H4A	U 4	No	Own 720	8F	H	6.17	39.5	7x2¾x½	T
♦ 21	.....B4	2	1045	145	185	4230	3000	B6 50/20	DB6.50/20	Own FAB-3	6-3½x4	Own H4A	U 4	No	Own 750	8F	H	6.50	41.6	8x3¼x½	T
♦ 22	.....A4	2	1625	145	185	5706	165x0	P32x6	DP32x6	Own FBB	6-3¾x4½	Own H5	U 5	Op	Own 902	8F	H	6.50	47.8	7x3¾x¼	T
♦ 23	.....A5	3	2100	140	210	6238	19100	P34x7	DP34x7	Own FBB	6-3¾x4½	Own H5	U 5	Op	Own 1002	8F	H	7.16	52.6	8x3¾x¼	T
♦ 24	.....A6	3	2450	140	210	6526	21600	P34x7	DP34x7	Own FBB	6-3¾x4½	Own H5	U 5	Op	Own 2612	2F	H	8.50	62.5	8¼x3¾x½	T
25	.....W2	3½	3300	130	200	8250	24000	P36x8	DP36x8	HS 151	4-4½x5½	Own H6	U 5	Op	Own 1200	2F	H	8.40	74.2	7x3x¼	B
26	.....A7	5–7½	6200	160	225	11590	37000	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3½x⅜	T
27	.....A8	7½	6300	160	225	11590	37000	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H7	U 5	Op	Own 1301	2F	H	6.38	57.3	12½x3½x⅜	T
28	Kenworth.....87	1½–2	1245	146	170	11200	3900	B6.50/20	DB6.50/20	Her JXB	6-3¾x4¼	BL 234	U 4	No	Tim 53200H	8F	H	5.14	33.1	8x3x¼	T
29	88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	8F	H	5.83	37.4	8x3x¼	T
30	.....101B	2–2½	2050	146	200	13400	4700	B7.50/20	Bud H298	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	8F	H	5.83	37.4	8x3x¼	T
31	89	2½	1670	146	200	15000	4600	B7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	8F	H	6.16	39.5	8x3x¼	T
32	127	2½–3	2600	154	202	16300	5490	B8.25/20	Her WXC	6-4x4½	BL 334	U 4	Op	Tim 56200H	8F	H	6.16	40.7	8x3x¼	T
33	90	3	1820	146	200	18200	5500	B7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	..	Tim 58205H	8F	H	6.83	43.8	8x3x¼	T
34	.....146B	3–4	3300	158	206	19500	5960	B9.00/20	Bud K393	6-4⅛x4¾	BL 334	U 4	Op	Tim 58205H	8F	H	6.83	43.4	8x3x¼	T
♦ 35	.....D146B	3–4	5770	158	206	19500	7500	B9.00/20	Bud D6-415	6-4x5½	BL 5341	U 4	Op	Tim 58206H	FS	H	6.83	43.8	8x3x¼	T
♦ 36	.....D–146–C	3–4	6250	158	206	19500	7600	B9.00/20	Cum HA–4	4-4½x6	BL5341	U 4	Op	Tim58206TW	SF	H	6.83	43.8	8x3x¼	T
37	.....166B	3½–4	3850	156	204	20700	6890	B9.00/20	Bud K393	6-4⅛x4¾	BL 334	U 4	Op	Tim 58205H	8F	H	6.83	43.4	7x9x3x¼	T
38	.....166A	3½–4	4330	156	204	20700	6890	B9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	8F	H	6.83	43.4	7x9x3x¼	T
39	186	4–5	4675	155	221	25600	7710	B9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 57520H	2F	H	7.33	105.	7x9x3x¼	T
40	241	5–7	5450	169	221	27800	9000	B9.75/20	Her RXB	6-4½x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3x¼	T
41	.....241A	5–7	6500	169	228	27800	9500	B9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅞	T
42	.....241B	5–7	6150	174	228	27800	9500	B9.75/20	Bud GL-6	6-4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅞	T
43	.....241C	5–7	7200	174	228	27800	10000	B9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅞	T
44	Kleiber.....50	1½–2½	1300	140	160	11200	3950	B7.00/20	Her JXB	6-3½x4¼	BL 2241	U 4	No	Tim 53200H	BF	H	5.14	34.0	5¾x3¼x¼	C
45	100	2–3½	1575	158	170	13400	4400	B7.50/20	Her JXB	6-3½x4¼	BL 3241	U 4	No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x¼	C
46	120	2½–4½	2100	170	180	16300	5150	B8.25/20	Con E601	6-3⅞x4½	BL 3241	U 4	No	Tim 56200H	BF	H	6.17	33.4	7½x3¼x¼	C
47	140	3–5½	2650	180	190	20700	6500	B8.25/20	Con 18R	6-4x4½	BL 3241	U 4	No	Tim 58200H	BF	H	6.84	38.7	7½x3¼x¼	C
48	210	4–6	3800	190	200	22000	7600	B9.00/20	Con 21R	6-4½x4¾	BL 5241	U 4	No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x¼	C
49	.....KD4	4	5400	190	200	22000	8000	B9.00/20	Cum H Dle.	4-4½x6	BL 5351	U 4	No	EatDR 2613W	2F	R	5.5	70.	7½x3¼x¼	C
50	.....KD6	6	6000	206	210	26000	9500	B9.75/20	Cum.6HDie	6-4½x6	BL 714	U 4	A 4	Eat 65041W	2F	R	5.5	91.0	8½x3½x½	C
51	La Fr. Republic.C–2	2	1100	150	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4½	WG T9	U 4	No	Tim 53200H	SF	H	5.67	35.9	5½x2x½	C
52	.....D–2	2–2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc SB	6-3¾x4½	WG T9	U 4	No	Tim 54200H	SF	R	5.83	37.9	7x3x¼	C
53	.....E–2	2½–3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc A8D	6-3¾x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x¼	C
54	.....F–3	3½–4	2420	174	198	21000	6240	P34x7	DP34x7	Wau MK	6-4⅛x4¾	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x¼	C
55	.....H–5	4–5	3285	179	206	26000	7840	B9.75/20	DP9.75/20	Wau MZ	6-4¼x4¾	Fu MRU	U 4	No	Tim 57533H	2F	R	7.97	53.0	8x3x¼	C
56	.....M–3	5–6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅜x5½	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9¼x3½x½	C
57	35–4	7–8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4¾x5¼	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.5	9¼x3½x½	C
58	Le Moon.....150	1½	1150	140	152	.....	3300	B6.50/20	B6.50/20	Con 20C	6-3½x4½	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x¼	TF
59	300	1½–2	1350	160	178	.....	3600	B7.00/20	DB7.00/20	Con 20C	6-3¾x4¾	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x¼	TF
60	300	2–3	1575	163	190	.....	4200	B7.50/20	DB7.50/20	Con 20C	6-3¾x4¾	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¾x¼	TF
61	400	3–4	2175	163	190	.....	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	R	6.16	40.6	6½x3¾x¼	TF
62	505	4–5	2775	160	190	.....	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4¼x4¾	BL 3341	U 4	No	Tim 58205H	BF	R	6.14	40.6	6½x3¾x¼	P
63	501	4–5	3150	160	190	.....	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	BL 5351	U 5	No	Tim 58205H	BF	R	6.14	40.6	7x4x¼	C
64	.....(c.o.e.) 1100	5	***	94	145	.....	9300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 7341	U 4	No	Tim 66725W	WF	H	8.2	51.4	9x4x¼	C
65	.....(9) 600	5–6	3450	169	199	.....	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	BL 5341	U 4	No	Tim 65720H	WF	R	6.00	43.2	9x4x¼	C
66	Mack.....BL	1–2	2500	138	192	.....	4300	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x⅞	C
67	.....BG	1½–3	3000	138	192	.....	5200	P32x6	DP32x6	Own BG	6-3⅝x5	Own BG	U 4	No	Own BG	SF	H	5.44	26.8	7x3x⅞	T
68	.....BF	2½–4	4000	156	216	.....	6700	B8.25/20	DB8.25/20	Own BG	6-3⅝x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7⅞x3x⅞	T
69	.....AB	3–5	4000	156	210	.....	6900	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
70	.....AB	3–5	4200	156	210	.....	7300	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	R	7.54	36.6	8x2¼x¼	T
71	.....AB	3–5	4150	156	210	.....	6900	P34x7	DP34x7	Own BG	6-3¾x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	T
72	.....AB	3–5	4500	156	210	.....	7300	P34x7	DP34x7	Own BG	6-3¾x5	Own AB	U 4	No	Own AB	2F	R	7.58	36.7	8x2¼x¼	T
73	.....BM	3–5	4700	157	211	.....	7900	B9.00/20	DB9.00/20	Own CE	6-4x5¼	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	8¼x3x¼	T
74	....(c.o.e.-15) CH	3–5	5200	150	186	.....	8500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 4	No	Own BC	2F	H	7.01	49.4	8½x3x¼	T
75	.....BX	3½–6	5750	171	225	.....	9400	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½x3x¼	T
76	.....BX	3½–6	5600	171	225	.....	9300	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½x3x¼	T
77	....(c.o.e.-15) CJ	3½–6	6100	150	186	.....	9700	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
78	.....BQ	6–8	6800	176	230	.....	10800	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3x¼	C
79	.....AK	5–7½	5250	162	228	.....	9500	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	55.3	8½x2¾x¼	C
80	.....AK	6–8	6450	174	240	.....	10900	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own AC	A 4	No	Own AK	2F	H	7.43	47.7	8¾x3x⅞	C
81	.....BX–S	7½	6250	207	225	.....	10000	B9.75/24	DB9.75/24	Own BX	6-4¼x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	T
82	.....AC Light	5–7½	5150	168	240	.....	10400	B10.50/24 °	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x⅞	C
83	.....AC Medium	6–8	5500	168	240	.....	10700	S36x6	DS40x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x⅞	C
84	.....AC Heavy	7½–10	5700	168	240	.....	11000	S36x7	DS40x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x⅞	C
85	.....AC	6–8	6450	174	240	.....	11400	B10.50/24	DB10.50/24	Own BQ	6-4¾x5¼	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8½x3x⅞	C
86	.....AP	7½–10	8500	191	216	.....	11700	S36x7	DS40x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8x3x⅞	C
87	Menominee.....A–15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3¾x4¾	Fu MKU10	U 4	No	Cla B373	SF	R	5.00	31.2	5½x3¼x¼	C
88	.....DX–6	2½	2850	156	175	13760	5750	B7.50/20	B7.50/20	Wau 6-90	6-3⅜x4¾	BL 234	U 4	No	Wis 6617	2F	R	5.83	37.3	6x2¾x¼	C
89	.....DN–6	3	3275	156	175	15200	6200	B8.25/20	DB8.25/20	Wau MK	6-4⅛x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x¼	C
90	.....A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4⅛x4¾	BL 528	U 8	No	Tim 58206H	SF	R	7.8	90.8	8x3x¼	C
91	.....N–6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2½x¼	C
92	.....JX–6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4⅜x5½	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2⅝x¼	C
93	.....6W–8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4⅜x5½	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2⅝x¼	C
94	Moreland.....R11H	2	1445	155	179	11500	4200	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53200	SF	H	5.66	35.	7½x2½x½	T
95	...(17).....R13H	2½	1570	155	179	13500	4700	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300	SF	H	5.83	36.	7½x2½x½	T
96	.....R16H	3½	1725	155	179	16000	5300	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 56200	SF	H	6.17	38.	7½x2½x½	T
97	.....E16H	4	2775	179	210	16500	6000	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 3241	U 4	No	Tim 56200	SF	H	6.17	43.	9½x3½x½	T
98	.....E22H	5	2995	179	210	22000	6550	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 3241	U 4	No	Tim 58200	SF	H	6.14	43.	9½x3½x½	T
99	.....E25H	6	3250	179	210	25000	7050	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 5241	U 4	No	Tim 65720	WF	H	7.25	51.	9½x3½x½	T
♦100	.....H30H	6	4625	196	220	30000	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 5241	U 4	No	Tim 66720	WF	R	8.20	59.	9½x3½x½	T
101	Omort.....20	2	1095	131	210	10000	3725	B6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.20	39.6	6x2¼x¼	T
102	25	2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.1	6x2¼x¼	I
103	30	3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x½	I
104	35	3½	3850	150	150	21000	7600	B7.50x8	DP34x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x½	I
105	Pierce-Arrow 133S	2–2½	2500	150	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8-3½x5	Co RU4SL	U 4	No	Tim 56200	SF	R	5.28	32.6	7½x3½x¼	C
106	.....15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾x4¼	Cla 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7½x3½x¼	C
107	.....17T361	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	Co RU4SL	U 4	Op	Tim 58200	SF	R	6.83	42.2	7½x3½x¼	C
108	.....18W361	3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6-4¼x4½	Co RU4SL	U 4	Op	Tim 65720	WF	R	6.8	42.	8¼x2½x½	C
109	.....19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4⅜x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286.	8½x2½x½	C
110	.....24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4⅜x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	402.	9½x2½x½	C
111	.....28M611	6–7	5400	160	200	28000	11600	B10.50/24	DB10.50/24	Her GXA	6-4¾x5¾	Own	A 4	Op	Own	WF	R	10.	525.	9½x2½x½	C
112	Reo.....1B, (1D)	1½	595	140	164	10500	3260	B6.00/20	DB6.00/20	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	5.78	34.8	7x2¾x⅛	C
113	.....2B–2D	2	845	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3x⅛	C
114	.....2H (2J, 2K)	2½	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	6.6	42.9	7x¼x3	C
115	.....3H(3J,3K,3M)	3	1795	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	6.5	42.9	8¼x¼x3	C
116	.....4H,4J,4K,4M	4	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	6-3½x5	Own	U 4	O 2	Own	SF	H	6.14	40.5	10x3x¼	C
117	3chacht.....10H	1½–2½	1295	166	199	11500	4850	B6.50/20	DB6.50/20	Con 20C	6-3⅜x4⅝	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
118	.....15HA	2½–3½	1735	160	199	13000	5200	B8.25/20	DB8.25/20	Con 20C	6-3⅜x4⅝	BL 35	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
119	.....20HA	2½–4	2185	160	199	15300	5450	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.06	38.5	6x3x¼	P
120	.....25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
121	.....28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
122	.....30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5-A-38	U 5	No	Wis	2F	R	7.14	46.4	7x3x¼	P
123	.....(Cont.) 35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5-A-38	U 5	No	Own	2F	R	8.00	52.0	8½x3x½	P

♦—Denotes new model or change in specifications.

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Feed	Electrical: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location Type, Operation	Service: Lining Area	Service: Drum Material	Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type
1	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34 1/16	41⅞x2½	48½x3	½
2	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	EP	Pe	Zen	M	AL	DR	D Fu	Yo	Blo	Shu 632-3	Ros	L4IH	620	pG	CD	96½	70¾	31½	41⅞x2½	54⅞x3	½
3	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41⅞x2½	48½x3	½
4	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	FP	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	41A	556	pG	CD	96½	64	31½	41⅞x2½	54⅞x3	½
5	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41⅞x2½	48½x3	½
6	228	4.7	142	27.3	59-2800	L	G	C	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
7	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	N
8	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
9	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69⅜	34	39½x2½	54x3	½
10	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69⅜	34	39½x2½	54x3	½
11	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
12	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
13	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
14	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34⅛	40x2½	54x3	½
15	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
16	762	17.	420	57.0	125-1800	H	G	N	7-3½	17½	CC	FN	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
17	213	5.0	148	26.3	79-3500	L	C	C	4-2⅝	6 11/16	CC	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own HDF-50	Ros	B4IM	156	C	4I	55 11/16	29¼	....	36½x1¾	51x1¾	N
18	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅞	FP	NS	Zen	M	DR	DR	dp Lo	Mo	MM	Own 101	Ros	B4IM	217	C	TE	.....	.....	32⅛	40x2	46x2½	½
19	186	4.6	125	21.	42-2500	L	G	C	3-2	6⅞	FP	NS	Zen	M	DR	DR	P.Ow	Mo	MM	Own 101	Ros	B4IM	217	C	2I	93⅝	53⅝	32 1/16	40x2	46x2½	O
20	207	5.5	144	26.3	73-3400	H	G	C	4-2⅜	5 21/32	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	271	C	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
21	223	5.4	160	28.3	78-3400	H	G	C	4-2⅜	5 21/32	FP	NS	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	291	C	TX	102⅝	62⅝	34	40x2	54x3	½
22	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12 21/32	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	353	C	TX	104	61½	34⅛	42x3	54x3	½
23	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12 21/32	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	C	TX	99	56½	34⅛	42x3	56x3	½
24	279	4.7	191	31.6	83-2900	H	G	C	7-2½	12 21/32	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	464	C	TX	99	56½	34¼	42x3	56x3	½
25	312	4.0	201	32.4	63-2200	H	G	A	3-2¾	8 21/32	CC	HS	Zen	V	DR	DR	P.Ow	Mo	Own	Own 400	Own	B04IM	714	C	2I	88½	55¼	34	41⅛x3	56x3½	¼
26	525	4.5	358	48.6	123-2200	H	G	C	7-3¼	17 11/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
27	648	4.4	460	60.	140-2100	H	G	C	7-3¼	17 11/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 503	Ros	B04IMV	714	C	TD	106	72	34	48x3	56x3	½
28	263	4.7	163	31.5	68-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30000H	Ros	L4IH	249	a	TX	108	60	31½	38x2¼	52x2½	N
29	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
30	298	4.7	200	33.7	80-2800	L	G	C	7-3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	108	60	31½	39x2½	52x3	½
31	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
32	339	4.4	212	38.4	76-2400	L	C	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
33	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
34	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
35	415	14.	264	38.4	93-2000	H	G	Al	7-3	11½	FP	Bu	No	B	No	LN	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	120	72	31½	38x2½	52x3	½
36	448	17.	283	38.0	83-1800	H	G	Al	5-3¼	11½	FP	En	No	C	No	LN	P.BL	Pe	Spi	Tim33000TW	Ros	Ws4IA	455	A	FD	120	72	31½	38x2½	52x3	½
37	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
38	377	4.9	258	38.4	92-2300	H	C	A	4-2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
39	453	4.8	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
40	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
41	468	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
42	572	4.3	358	48.6	114-1900	L	G	C	4-3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
43	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
44	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L4IH	308	G	TD	132	74	34	38x2¼	52x2½	½
45	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	TD	144	82	34	38x2½	52x2½	½
46	318	4.6	204	36.0	80-2700	L	G	C	7-2⅝	12 21/32	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IHV	452	G	TD	156	96	34	38x2½	52x3	½
47	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13 1/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IHV	648	G	TD	168	104	34	38x2½	52x3	¼
48	427	4.2	270	45.9	118-2500	H	C	C	7-2¾	13 1/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	44x2½	52x3	¼
49	448	17.	280	38.0	83-1800	H	C	N	5-3¼	12	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 35120W	Ros	Ws4IA	676	G	FD	170	108	34	44x2½	52x3	½
50	672	17.	420	57.0	125-1800	H	G	N	7-3¼	16½	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 26450W	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
51	224	4.7	145	25.3	61-2800	L	G	C	4-2⅜	8 1/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
52	242	5.0	160	27.3	65-2800	L	G	C	4-2⅜	8 1/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
53	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
54	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
55	354	4.3	228	36.2	86-2300	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
56	462	4.6	310	43.	97-2000	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32⅛	44x3	60x3½	½
57	462	4.6	324	46.	125-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	N
58	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10 5/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	96	58	34	37½x2¼	49¼x2½	N
59	248	4.4	150	27.3	65-2800	L	C	A	7-2⅜	10 5/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	128	81	34	37½x2¼	50x2½	½
60	248	4.4	150	27.3	65-2800	L	G	A	7-2⅜	10 5/32	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	c	TX	128	81	34	37½x2¼	50x2½	½
61	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	c	TX	128	81	34	37½x2¼	50½x2½	½
62	381	4.4	242	40.8	85-2500	L	G	C	7-2⅝	12½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
63	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
64	677	4.6	460	60.	127-2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim26045TW	Ros	Ws4IA	876	a	TD	81	49½	34	48x3½	54x3½	½
65	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	c	RI	128	81	34	39x2½	53x3	½
66	248	5.6	153	25.4	72-3000	L	G	C	7-2⅝	10 21/32	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	P	FX	120	72½	33 1/16	40⅞x2½	52¾x2½	N
67	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 21/32	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33 1/16	42x2½	54x3	N
68	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 21/32	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33 1/16	44x2½	54x3	½
69	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
70	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
71	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 21/32	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
72	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 21/32	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56⅛x3½	N
73	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	427	a	FX	120	102½	33¼	44x2½	54x3½	N
74	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CH	Own	O4IMV	540	a	FX	180	120	33¼	50x3	50½	½
75	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	JX	180	120	33 1/16	53 1/16x3	54x3	N
76	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	120	33 1/16	53 1/16x3	56⅛x3½	N
77	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CJ	Own	O4IMV	619	a	FX	180	120	33¼	53⅜x3½	56⅛x3½	½
78	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O4IMV	618	a	FX	150	102	33¼	50x3½	58 1/16x3½	½
79	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	48x3½	56x4	½
80	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FX	132	93	37⅝	47 1/16x3½	58⅛x4	¼
81	468	5.2	310	43.4	117-2400	L	G	C	7-3	13 1/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33 1/16	53 1/16x3	56⅛x3½	N
82	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
83	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
84	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
85	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	156	105	37½	48x3½	52x4	½
86	706	4.4	427	60.0	138-1900	L	G	S	4-3 1/16	11 11/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	180	108⅞	37½	46 1/16x3½	52x4	½
87	255	5.0	170	27.3	68-2600	L	G	C	4-2⅜	7⅝	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IHV	377	P	TX	113	65	32	40x2¼	50x2½	½
88	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	7 1/16	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
89	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	118	68	32	44x2½	52x3	½
90	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	146½	86½	34	44x2½	52x3	½
91	358	5.2	254	38.4	110-2800	F	G	C	7-2⅞	10¾	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	662	G	TD	139	85	32	44x2½	54x3½	½
92	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	147	96	36	44x3	54x4	½
93	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5582B	Ros	L6IHV	1095	G	TD	Opt	Opt	36	44x3	54x4	..
94	282	5.0	176	33.8	73-2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L4IH	254	a	TD	141	83	34	40x2½	54x3	½
95	282	5.0	176	33.8	73-2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	364	a	TD	141	83	34	40x2½	54x3	½
96	282	5.0	176	33.8	73-2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L4IH	364	a	TD	141	83	34	40x2½	54x3	½
97	383	4.4	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	364	a	TD	168	104	34	41½x2½	54x3	½
98	383	4.4	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	464	a	TD	168	104	34	41½x2½	54x3	½
99	383	4.4	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	555	a	TD	168	104	34	41½x2½	54x3½	½
100	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W4IA	620	a	TD	168	111	34	42x3	56x3½	½
101	228	4.4	143	27.3	60-2400	L	G	C	7-2½	10 11/16	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
102	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5429	Ros	L4IH	406	G	TD	84	53½	31	40x2½	54x3	..
103	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	406	G	TD	88	57½	31	40x2½	54x3	½
104	339	4.7	225	38.4	73-2000	L	G	B	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	498	G	TD	108	74	31	40x2½	54x3	½
105	385	5.0	274	39.2	125-2800	L	C	A	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	116¾	62½	34	38x2½	56x3	½
106	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
107	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
108	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15735	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
109	479	4.7	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	163¾	34	41x2½	56x3	½
110	479	4.6	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	B4IA	473	D	CD	168¼	33¾	34	41x2½	56x3	½
111	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	BO4IA	720	D	TX	127	72½	34	41x3	56x4	½
112	230	5.3	152	23.4	68-2800	L	C	A	7-2 1/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	2I	102	60	34	40x2	50x2½	O
113	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	289	a	2I	105	60	34	40x2¼	52x2½	½
114	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	289	a	21	116	60	34	40x2½	52x2½	½
115	309	4.9	200	31.5	85-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	344	a	FD	124	68	34	44x3	54x3	½
116	358	4.9	230	36.4	110-2800	L	C	A	9-2⅝	12½	CC	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
117	248	5.1	150	27.3	76-2800	L	C	A	7-2⅜	10 5/32	FP	No	Zen	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
118	248	5.1	150	27.3	76-2800	L	C	A	7-2⅜	10 5/32	FP	No	Zen	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
119	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
120	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	50x3	½
121	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
122	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
123	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)					TIRE SIZE		MAJOR UNITS									FRAME	
									ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS		
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Schacht (Con.) 40H	5-7	4295	156	239	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4½x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.07	49.7	8½x3x⅜	P
2	40HB	7-9	4695	156	239	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4½x4¾	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.7	8½x3x⅜	P
3	66HA	8-11	5895	154	251	35000	9820	B10.50/24	DB10.50/24	Her YXC	6-4½x5½	Fu 5-A-53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x⅜	P
4	(T) TRD	10	4150	150	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4½x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
5	(T) TRDA	12	4350	150	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4½x4¾	Fu 5-A-53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
6	(T) TRDB	15	4595	150	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	Fu 5-A-53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
7	Sterling FB40	1½-2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6-3¼x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2½x⅜	P
8	FB50	2-2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6-3¼x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2½x⅜	P
9	FB60	2½-3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6-3¾x4¾	WG T9	U 4	No	Own	BF	H	5.83	37.3	6x2½x⅜	P
10	FB70	2½-3	2635	174	204	17000	5755	B7.50/20	B7.50/20	Wau ML	6-4x4¼	Own UC7	U 5	No	Own	BF	R	7.4	52.7	10x3¼x¼	L
11	FD80	3-4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5	Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
12	FB80 Spec	3½-4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.6	10x3¼x¼	L
13	FC90	4	4105	174	204	22000	7480	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
14	FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6-4½x4¾	Own UC7	U 5	No	Own	2F	R	8.0	57.0	10x3¼x¼	L
15	FD978	4-5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	w/2F	R	7.75	51.6	12x3¼x¼	L
16	FC100	5-5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6-4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
17	FD115	5-6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	w/2F	R	8.20	54.6	12x3¼x¼	L
18	FC107	5-6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	L
19	FD140	7-8	6285	192	222	35000	10050	P40x8	DP42x9	Wau 6-125	6-4½x5½	Own UC2	U 4	Op	Own	w/2F	R	10.0	66.6	15x3¼x¼	L
20	FC135	7-8	4800	192	222	35000	8900	P40x8	DP40x8	Wau 8RL	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
21	FC140	8-8½	5245	200	230	36000	9350	P40x8	DP40x8	Wau 6-125	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
22	FC145	8-8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
23	FW170, FD170	9½-10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	w/2F	R	10.0	62.7	15x3¼x¼	L
24	FC170	9½-10½	6900	200	230	40000	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
25	FD195	12-12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die.	6-4¾x6	BL 734	U 4	Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
26	Stewart 41X	¾	730	124	124		2875	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4	No	Cla	8½	H	5.4	35.1	6x2¼x⅛	T
27	41XS	1	765	134	155		2925	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4	No	Cla	8½	H	5.4	35.1	6x2¼x⅛	T
28	46H	1¼	695	134	176	10000	3250	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
29	44X	1½	795	134	176	10000	3250	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
30	42X	1¾	895	145	176	11000	3525	B6.50/-0	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
31	43X	2	1125	145	176	12000	4005	B6.50/20	DB6 50/20	Lyc	6-3¾x4½	WG	U 4	No	Cla	SF	H	6.3	41.	7½x2¾x⅛	T
32	47H	2	895	134	190	12000	4005	B6.50/20	DB6.50/20	Lyc	6-3¾x4½	WG	U 4	No	Cla	SF	H	6.37	40.	7½x2¾x⅛	T
33	45X	2½	1425	145	190	14000	4350	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	WG	U 4	No	Cla	SF	H	6.37	40.	7½x2¾x⅛	T
34	29X8	2½	1895	145	220	16000	5190	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5	No	Cla	SF	R	7.16	40.	7½x2¾x⅛	T
35	32X	3	2190	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5	No	Cla	SF	R	7.16	40.	9x2¾x⅛	T
36	58-8	3	2390	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	8-3¾x4½	Fu	U 5	No	Cla	SF	R	7.1	47.	9x2¾x⅛	T
37	18X	3½	2790	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6-3¼x5	Fu	U 5	No	Tim	WF	R	7.25	47.5	9x2¾x⅛	T
38	48-8	3½	3090	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8-3¾x4¾	BL	U 5	No	Cla	WF	R	7.1	47.	9x2¾x⅛	T
39	19X	3½	3790	165	235	20000	7110	B9.00/20	DB9.00/20	Lyc	6-3¼x5	Fu	U 4	A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
40	38-6	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Wau	6-4¼x5½	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
41	38-8	3½-5	4090	170	241	25000	7600	B9.00/20	DB9.00/20	Lyc	8-3¾x4¾	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
42	31X	5-6	5490	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6-4¼x5½	BL	U 4	A 3	Tim	WF	R	8.2	148.	9	P
43	27X8	7-8	6290	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6-4¼x5½	BL	U 4	A 3	Tim	WF	R	10.1	148.	9	P
44	Stud. T230-(241 265)	1½-2	625	130	165	9000	3150	B6.00/20	P32x6	Own	6-3¼x4½	WG T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x⅛	T
45	T430-(441-465)	1½-2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6-3¼x4½	WG T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x⅛	T
46	T641-(653-665)	2-3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6-3¼x4½	WG T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅛	T
47	T841-(865-883)	3-4	1345	141	183	16000	4855	B6.50/20	DP32x6	Own	6-3¼x4½	WG T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x¼	T
48	W-841 (865-883)	3-4	1795	141	183	17000	5870	B6.50/20	DP32x6	Wau 6-110	6-4x4¾	Cla R900	U 5	No	Tim 58200	SF	H	6.8	55.2	8x2¾x¼	T
49	Ward La Fr. 25R14	2½	2800	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6-4x4¾	BL 324	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3x¼	B
50	25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
51	25R18	3-4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 324	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
52	30R19	4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4½x4¾	BL 524	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅛	B
53	320	3-4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	BL 534	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3¼x⅛	B
54	30R-20	3-4	4300	196	226	20000	7260	B9.00/20	DB9.00/20	Wau SRL	6-4½x5½	BL 534	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅛	B
55	30R23	5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4½x4¾	BL 524	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅛	B
56	35R	5-6	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau SRL	6-4½x5½	BL 534	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅛	B
57	335RWS	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau SRL	6-4½x5½	BL 534	U 4	No	Tim 65720W	WF	R	Opt	Opt	14x3¼x¼	B
58	75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x1¼	T
59	55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau SRK	6-4½x5½	BL 724	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x1¼	T
60	55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau SRK	6-4½x5½	BL 724	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x1¼	T
61	50D	7½-10	5975	159	173	36000	11000	P40x8	DP40x8	Wau SRL	6-4½x5½	BL 724	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3¼x1¼	T
62	100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3¼x1¼	T
63	75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x1¼	T
64	White (12) 701	1¼-1½	1185	132	156		3970	B7.00/20	B7.00/20	Own 8A	6-3⅛x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
65	701A	1½	1220	132	156		4000	B7.50/20	B7.50/20	Own 8A	6-3⅛x4⅝	Own 183A	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
66	702	1½-2	1295	132	156		4225	B7.00/20	DB7.00/20	Own 8A	6-3⅛x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
67	702A	2	1340	132	156		4275	B7.50/20	DB7.50/20	Own 8A	6-3⅛x4⅝	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
68	611	2-2½	2450	148	196		4960	B7.00/20	DB7.00/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3⅛x1¼	C
69	612	2½-3	2800	148	196		5295	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3⅛x1¼	C
70	620	2½-3	4350	157	195		7430	B8.25/20	DB8.25/20	Own 7A	6-4⅛x5¾	Own 4B	U 4	No	Own 14C	SF	R	6.38	41.8	7⅛x2⅛x1¼	C
71	612K	2½-3	2950	140	190		5445	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3⅛x1¼	C
72	712	3-4	2550	154	190		6400	B8.25/20	DB8.25/20	Own 9A	6-3⅛x4½	Own 11B	U 5	No	Own 20C	2F	R	5.71	43.3	7⅛x3¼x¼	C
73	618	3-4	3600	166	206		6675	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	9.15	61.8	8x3¼x¼	C
74	621	3-4	4650	157	195		7945	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	7⅛x2⅛x1¼	C
75	621K	3-4	4900	168	215		9125	B9.00/20	BD9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
76	618K	3-4	3750	158	198		6820	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4½	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¼x¼	C
77	620K	3-4	4675	168	215		7825	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 14CB	SF	R	7.32	47.9	8x3x¼	C
78	630	3-4½	5000	168	215		8500	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
79	630K	3-4½	5200	168	214		9290	B9.00/20	DB9.00/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.29	41.1	8x3x¼	C
80	640	3-4½	6100	180	214		9510	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	Own 10C	SF	R	5.18	33.2	8½x3⅛x1¼	C
81	640K	3-4½	6300	180	214		10200	B9.00/20	DB9.00/20	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	Own 10C	SF	R	5.18	32.2	8½x3⅛x1¼	C
82	58-8S	7½	5300	196	196		9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 6C	2F	R	11.8	77.5	10½x3x⅜	C
83	631	3½-6	5750	168	215		9000	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
84	631K	3½-6	5950	168	215		9250	B9.75/20	DB9.75/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	C
85	631X	7½	6100	215	215		10000	B10.50/20	DB10.50/20	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	8½x3⅛x1¼	C
86	641	3½-6	6450	180	214		10010	B9.75/20	DB9.75/20	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	Own 2C	2F	R	7.16	44.5	8½x3⅛x1¼	C
87	641K	3½-6	6650	180	214		10260	B9.75/20	DB9.75/20	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	Own 2C	2F	R	7.16	44.5	8½x3⅛x1¼	C
88	642	7½	6750	180	214		10910	B9.75/24	DB9.75/24	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8½x3⅛x1¼	C
89	643	5-9	6950	180	214		11210	B10.50/24	DB10.50/24	Own 5A	6-4⅝x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8½x3⅛x1¼	C
90	691	7-9	7250	129	129		12200	B10.50/24	DB10.50/24	Own 5A	6-4⅝x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8½x3⅛x1¼	C
91	632X	10	6600	215			11000	B10.50/24	DB10.50/24	Own 7A	6-4⅛x5¼	Own 4B	U 4	No	Own 13C	2F	R	11.8	77.5	8½x3⅛x1½	C
92	Willys 77		325	100	100		1584	B5.00/17	B5.00/17	Own 77	4-3⅛x4½	Own 77	U 3	No	Own 77	S½	H	4.3	12.5	3½x1¼x⅛	T
	Four-Wheel-Drive																				
93	Coleman E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4¼x4¾	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅛	B
94	E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4½x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅛	B
95	E54	4-5	5600	130	180	20400	8800	B10.50/24	B10.50/24	Bud L468	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1½	B
96	E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1½	B
97	E55S	5-6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2½x1½	B
98	E56	6-7½	7800	144	180	29800	11600	B10.50/24	B10.50/24	Bud GF6	6-4¼x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2½x1¼	B
99	E57	7½-10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-6½x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3x1¼	B
100	Corbitt (3) 10FB6	1½-2	2300	Op	Op		4420	36.50/20	DB6.50/20	Con 25A	6-3¾x4	BL 214	U 4	A 2	Tim 53200H	SF	H	6.20	Opt	8½x3x⅜	T
101	9FB6	2-2½	3200	Op	Op		5060	B7.00/20	DB7.00/20	Con 20C	6-3¾x4½	BL 224	U 4	A 2	Tim 54200H	SF	H	6.80	Opt	8½x3x⅜	T
102	12FB6	2½-3½	4000	Op	Op		5630	B7.50/20	DB7.50/20	Con E602	6-4½x4½	FuL 5A38	U 5	A 2	Tim 56200H	SF	H	7.40	Opt	9x3x¼	T
103	12FD6	2½-3½	4300	Op	Op		5730	B7.50/20	DB7 50/20	Con E602	6-4½x4½	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3x¼	T
104	15FD6	3-4	5700	Op	Op		8100	B8.25/20	DB8.25/20	Con 21R	6-4½x4½	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3x¼	T
105	18FD6	3½-5	6300	Op	Op		9200	B9.00/20	DB9.00/20	Con 22R	6-4½x5½	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3x¼	T
106	FWD HS	1½	2400	132	142	13000	4700	B6.50/20	DB6.50/20	Wau BK	6-3¾x4⅛	BL 224	U 4	A 1	Tim 53620	S	H	5.14	31.8	6x3x⅛	
107	H4	1½-2	3325	120	160	11000	5300	P34x7	P34x7	Wis SU	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5½x2¼x½	C
108	H6	2-2½	3385	133	180	13000	5900	P9.00/20	P9.00/20	Wau M8	6-3¾x4½	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5½x2¼x½	C
109	HH-6	2½-3	4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6-4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5½x2¼x½	C
110	B3		4200	124	156	15500	6460	S36x6	S36x6	Own A	4-4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5½x2¼x½	C
111	CU-6	3½-4	4985	147	179	19500	8000	B10.50/20	B10.50/20	Wau SR8	6-4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x½	C
112	CU6A	3½-4	4685	147	179	19000	7800	B10.50/20	B10.50/20	Wau SR8	6-4½x5½	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3x½	C
113	8SU	4-5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6-4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3x½	C
114	8SUA	4-5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6-4½x5½	BL 706	U 5	Op	Own M	BF	H	7.35	73.	7x3x½	C
115	M5	5-7½	7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6-4½x5½	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207.	8x3x½	C
116	MF6	5-6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6-4½x5½	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3x½	C
117	(Fri.-Wh.-Dr.) LBU	5-6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau 8RS	6-4½x5½	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3x½	C
118	(Cont.) M7	7½-10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x½	C

†—Denotes new model or change in specifications.

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location Type Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
2	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
3	529	4.9	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
4	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	40x2½	50x3	½
5	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	40x2½	50x3	½
6	529	4.4	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	40x2½	50x3	½
7	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
8	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
9	255	5.0	175	28.0	68-2600	L	G	C	4-2⅜	7⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
10	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 31000H	Ros	L4IHV	330	a	CX	144	91	34	42x2½	54x3	½
11	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2½	54x3	½
12	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2½	54x3	½
13	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	O2IMV	466	s	JX	144	91	34	42x2½	54x3	½
14	381	4.4	240	40 8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2½	54x3	½
15	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
16	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
17	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
18	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
19	462	4.5	300	45.9	125-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450TN	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
20	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
21	489	4.5	295	43.4	125-2400	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
22	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
23	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27050TW	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
24	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
25	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	P.BL	Mo	Spi	Tim 27450TW	Ros	Ws4IA	718	a	CX	163	107	34	48x3	60x4	½
26	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	81	41¾	32⅛	38½x2¼	50x2½	N
27	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	92	51⅜	32⅛	38½x2¼	50x2½	N
28	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	254	a	TX	92	51⅜	32⅛	38½x2¼	50x2½	N
29	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	226	a	4X	92	51⅜	32⅛	38½x2¼	50x2½	N
30	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	4X	92	51⅜	32⅛	38x2½	50x2½	N
31	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	4X	103¼	62⅝	32⅛	38½x2¼	50x2½	½
32	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Cla	Ros	L4IH	266	A	TX	92	51⅜	32⅛	38½x2¼	50x2½	½
33	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Str	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	349	a	4X	104⅝	58⅝	32⅛	38½x2¼	50x3	½
34	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 3/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	524	a	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
35	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 3/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	594	a	TX	127⅞	79 11/16	32⅛	38x2¼	50x3	½
36	322	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi	Tim	Ros	B4IM	594	a	TX	129¾	79 11/16	32¼	40x3	56x3	½
37	354	5.2	225	36.5	90-2750	L	G	C	4-2⅝	10	FP	Mo	Str	P	DR	DR	P.Fu	Fe	Spi	Cla	Ros	B4IM	670	a	TX	126¾	79 11/16	32¼	40x3	50x3	½
38	420	5.2	300	'4.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IMV	594	a	TX	128⅛	75 1/16	32¼	40x3	56x3	½
39	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D.Fu	Fe	Spi	Eat	Ros	B4IM	670	a	TX	126¾	76¼	32¼	40x3	56x3	½
40	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
41	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
42	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	B4IMV	708	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
43	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P.BL	Mo	Spi	Eat	Ros	Ws4IA	902	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
44	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	No	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IM	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	O
45	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	Ha	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IMV	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	½
46	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	Ha	Str	M	DR	DR	dp.Lo	Mc	MM	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
47	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 3/16	CC	Ha	Str	M	DR	DR	dp.Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97 1/16	60	34 1/16	39x2½	56x3	½
48	358	5.1	254	38.4	110-2800	F	G	A	7-2⅞	11 1/16	FP	Wa	Str	M	DR	DR	P.Li	Mc	MM	Tim 31020	Ros	B4IMV	420	D	4I	97 1/16	60	34 1/16	39x2½	56x3	½
49	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	282	a	TD	144	90⅜	33	41x2½	52x3	½
50	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	41x2½	52x3	½
51	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	391	a	TD	144	90⅜	33	41x2½	52x3	½
52	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
53	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
54	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
55	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	41x2½	52x3	½
56	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	41x2½	52x3½	½
57	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115¾	33	42x3	56x3½	½
58	677	5.5	465	60.	145-2000	L	G	C	4-3½	11⅜	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452H	Ros	L4IHV	560	a	TD	192	117½	33	42x3	56x3½	½
59	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	560	a	TD	192	117½	33	40x3	56x3½	½
60	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115¾	33	40x3	56x3½	½
61	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim 16302	Ros	T2IMV	470	a	TD	124	88	37	44x3	56x3½	½
62	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	746	a	TD	192	117½	33	42x3	56x4	½
63	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	617	a	TD	207	115¾	33	42x3	56x3½	½
64	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.BL	Pe	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
65	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
66	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
67	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
68	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 3/16	68 3/16	34⅝	41x2½	54x3	N
69	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	CX	115 3/16	68 3/16	34⅝	41x2½	54x3	N
70	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
71	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	123¾	76¾	34	39x2½	54x2	N
72	303	5.9	204	34.3	85-2400	L	G	C	7-2⅞	10 11/16	FP	Mo	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 7D	Ros	L4IHV	428	a	TX	134¾	84¼	34	41x2½	54x3	½
73	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140 11/16	84 11/16	34	41x2½	54x3	N
74	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
75	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Own	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	LO4IHV	553	a	CI	160	100	34 1/16	42x3	56x3½	½
76	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	150⅜	74¾	34	41x2½	54x3	N
77	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	483	a	CI	160	100	34 1/16	42x3	54x3	½
78	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
79	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	591	a	CI	160	100	34 1/16	42x3	56x3½	½
80	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
81	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	591	a	CI	172	107	34 1/16	42x3	56x3½	½
82	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
83	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
84	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	160	100	34 1/16	42x3	56x3½	½
85	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	2I	215	131½	34 1/16	42x3	56x3½	½
86	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
87	580	ł.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	172	107	34 1/16	42x3	56x3½	½
88	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
89	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
90	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 5D	Ros	O4IA	623	a	TD	100	65	36	44x3	55⅝x5	N
91	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41A	623	A	CI	160	100	34 1/16	42x3	51⅞x5	N
92	134	5.1	100	15.6	48-3200	L	C	C	3-2 3/16	5 3/16	CC	No	Til	M	AL	AL	P.Ow	Fe	....	Own 77	....	B4IM	134	P	4I	....	....	....	30x1¾	46x1¾	N
93	393	4.9	260	42.0	103-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	476	p	TD	108	78	30	48x3	48x3	C
94	428	4.7	280	45.9	107-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
95	468	4.8	295	43.4	108-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
96	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
97	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
98	638	4.3	410	54.1	126-1850	L	G	C	4-3	10 1/16	FP	Bu	Str	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
99	779	4.3	475	66.1	170-1800	L	G	A	7-3	13½	FP	St	Zen	P	NE	NE	dp.BL	Pe	Spi	Wis CF122	Ros	O2/4IA	530	G	TD	Opt	105	30	48x3½	52x3½	C
100	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F30B-1	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	50x2½	½
101	248	5.0	160	27.3	78-3200	L	C	A	7-2⅜	10 3/16	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F54B	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	54x3	½
102	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F56B	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
103	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F-75AB	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
104	428	4.6	308	45.9	118-2600	H	C	A	7-2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211	Ros	L4IHV	660	a	TD	Opt	Opt	34	40x2½	54x3	½
105	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 3/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F311	Ros	L4IHV	768	a	TD	Opt	Opt	34	46x3	54x3	½
106	282	5.4	185	33.8	84-3200	L	G	C	7-2⅝	10¼	PC	Wa	Zen	M	My	DR	D.BL	Ch	Blo	Wis F-30B8	Ros	L4IHV	286	G	TX	120	67¾	34	40x2½	48x2½	½
107	251	4.5	160	25.6	50-2000	H	G	C	3-2 3/16 r	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2½	52¾x2½	½
108	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
109	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
110	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	G	NE	NE	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
111	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
112	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
113	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	V	NE	NE	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
114	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ha	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
115	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
116	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
117	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N
118	677	4.4	460	60.	145-2000	L	G	H	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	(Fr. Wh. Dr.) (T)	6	0-T	20–25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6-4⅛x5½	Own U	A	5	Op	Own M	BF	H	7.35	73	7x3x¼	C
2	(Concluded) (T)	7	2-T	25–30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6-4⅛x5½	BL 724	U	4	No	Wis 1237	2F	H	6.7	47.4	8x3x¼	C
3	Indiana	12X4	1½		2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL	U	4	A	2	Tim 53200H	SF	H	5.14	54.0	7½x2½x½	C
4		14X4	2½		3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6-3¾x4½	BL	U	4	U	2	Wis	SF	H	5.40	50.0	7½x2½x½	C
5		16X4	3		4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6-4½x4½	BL	U	4	U	2	Wis	2F	H	6.06	89.0	8x3x¼	C
6		18X4	3½		5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	BL	U	4	A	2	Wis	2F	H	7.83	110.	8½x3x⅜	C
7		18x4A	3½		5400	160	224	21000	8700	B9.00/20	D9.00/20	Her YXC3	6-4⅝x4¾	BL	U	4	A	2	Tim	SF	H	6.14	38.6	8½x3x¼	C
8		20X4	4½		7200	188	...	24000	10600	B9.75/20	DB9.75/20	Her HXB	6-5x6	BL	U	4	A	2	Wis	2F	H	8.00	128.	9x3½x⅜	C
9		22X4	5		10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6-5¼x6	BL	U	4	A	2	Wis	2F	H	9.11	86.0	8¼x3⅛x½	C
10	Mar.-Herr	A10	1½–2		2350	135	155		4650	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	WG T9	U	4	A	2	Own-Tim	BF	H	6.60	82.3	7½x2½x½	C
11		A20	2½–3		3250	135	155		5150	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R111	U	5	A	2	Own-Tim	BF	H	5.83	99.9	7½x2½x½	C
12		A30	3½–4		4300	155	167		7000	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5-A-380	U	5	A	2	Own-Tim	BF	H	6.17	105.	9½x3x⅜	C
13		A40	4–4½		4800	155	167		7500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5-A 380	U	5	A	2	Own-Tim	BF	H	7.80	133.	9½x3x⅜	C
14		A50	4–4½		5700	155	175		8150	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5-A-380	U	5	A	2	Own-Wis	2F	H	8.0	136.	9½x3x⅜	C
15		TH300	4½		6150	163	193		8985	B9.75/20	DB9.75/20	Her YXC	6-4⅝x4¾	Fu 5-A-380	U	5	A	2	Own-Wis	2F	H	8.0	143.	8½x3x⅜	P
16		TH310	5–5½		7150	163	193		9620	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu 5-A-530	U	5	A	2	Own-Wis	2F	H	8.0	153.	8½x3x⅜	P
17		TH310A	6		8050	163	193		10120	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Fu 5-A-530	U	5	A	2	Own-Wis	2F	H	8.05	146.	8½x3x⅜	P
18		(13) TH315	7		9350	180	216		10950	B10.50/20	DB10.50/20	Her HXB	6-5x6	BL 724	U	4	A	3	Own-Wis	2F	H	8.05	146.	8½x3x⅜	P
19		(13) TH320	8–9		11500	198	228		14200	B10.50/24	DB10.50/24	Her HXC	6-5¼x6	BL 724	U	4	A	3	Own-Wis	2F	H	8.05	166.	10x3x⅝	P
20	Oshkosh	JB	1½–2		2085	146	170	10550	4975	B7.00/20	DB7.00/20	Her JXB	6-3⅝x4¼	WG T9	U	4	A	2	Own JB	F	H	5.14	63.7	6x3½x¼	F
21		JC	2		2185	146	170	10565	4990	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Fu MLU	U	4	A	2	Own JC	F	H	5.14	51.4	6x3½x¼	F
22		LB	2–2½		4375	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6-3¾x4¼		U	4	No	Own LB	2F	H	7.3	39.0	7x3x¼	T
23		LC	2½–3		4575	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6-4¼x4½	Fu 5-A-380	U	5	No	Own LC	2F	H	7.3	53.1	7x3x¼	L
24		B3S	3–3½		4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6-4¼x4½	Fu 5-A-380	U	5	A	2	Own B3S	SF	H	6.10	86.2	7x3x½	L
25		B3D	3½x4		5390	146	165	19700	8400	B10.50/20	B10.50/20	Her WXB3	6-4¼x4½	Fu 5-A-380	U	5	A	2	Own B3D	2F	H	7.00	98.0	7x3x½	L
26		C3S	4–5		5150	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6-4½x4¾	Fu 5-A-530	U	5	A	2	Own C3S	SF	H	6.10	86.8	7x3x½	L
27		C3D	4–5		5795	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6-4½x4¾	Fu 5-A-530	U	5	A	2	Own C3D	2F	H	6.40	90.2	7x3x½	L
28		FC	5		5990	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	Fu 5-A-530	U	5	No	Own FC	2F	H	7.60	67.6	7x3x½	L
29		FB	5–6		6350	146	165	25000	9500	B11.25/20	B11.25/20	Her RXC	6-4⅝x5¼	Fu 5-A-530	U	5	A	2	Own FB	2F	H	7.60	106.	7x3x½	L
30		FD	6–7½		7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5¼	Fu 5-A-530	U	5	A	2	Own FD	2F	H	7.20	101.	8x3x½	L
31		BG3	7½–10		8500	165	175	37000	13200	P40x10	DP40x10	Her GXB	6-5x5¾	BL 734	U	4	A	3	Own BG3	2F	H	6.20	101.	10x3¼x½	L
32		GD	10		9800	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6-5½x6	BL 734	U	4	A	3	Own GD	2F	H	6.10	99.3	10x3¼x½	L
33	Walter	FN	2½–3½		4600	126	150	16000	6500	B9.75/20	B9.75/20	Own 6MK	6-4⅛x4¾	Own FN	U	5	No	Own FN	2D	H	7.0	70.0	7x2¾x¼	P
34		FM	3½–5		5500	126	150	20000	7500	B9.00/20	DB9.00/20	Own 6SRL	6-4⅜x5½	Own FM	U	5	No	Own FM	2D	H	6.0	60.	12x2¾x¼	P
35		FCKD	5–6		6600	124	136	25000	9000	B9.75/24	DB9.75/24	Own SRK	6-4⅝x5½	Own FK	U	5	No	Own FK	2D	H	8.5	85.0	11x3¼	P
36		FCS	5–7		7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 6SRK	6-4⅝x5½	Own FH	U	5	No	Own FH	2D	H	8.5	85.0	13x3¼	P
37		FBS	5–7		8000	136	160	30000	10500	B10.50/24	DB10.50/24	Own 6RB	6-5x5¾	Own FH	U	5	No	Own FH	2D	H	8.5	85.0	13x3¼	P
38		FBR8	7–10		8600	136	160	35000	11500	B11.25/24	DB11.25/24	Own 6RB	6-5x5¾	Own FH	U	5	No	Own FHR	2D	H	8.5	85.0	13x3x¼	P

Six-Wheelers

39	B'kway 180SBT	2C	5–7½	4350	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6-4⅛x4½	Fu 5-A-38	U	5	Op	Tim SBT-251	SF	T	6.14	48.5	8¼x3x⅝	B
40	Corbitt 16SFD	6	2–3	5500	Op	Op		5110	B6.50/20	DB6.50/20	Con E602	6-4½x4½	Fu 5-A-38	U	5	A	2	Tim SD75H	2F	R	7.36	Opt	7x3½x¼	T
41	(3). 16SFD8	6	2½–4	5900	Op	Op		7040	B7.50/20	DB7.50/20	Lyc AEF	8-3¾x4¾	Fu 5-A-53	U	5	A	2	Tim SD75W	2F	R	7.36	Opt	8x3½x¼	T
42	20SW6	4R	3–5	5720	Op	Op		9000	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	BL 615	A	7	No	Tim SW251TW	w/2F	R	Opt	Opt	8x3½x¼	T
43	28SW6	4R	5–7½	6380	Op	Op		10000	P34x7	DP34x7	Con 21R	6-4¾x4¾	BL 607	A	7	No	Tim SW251TW	w/2F	R	Opt	Opt	8x3¼	T
44	28SFD6	6	5–7½	8900	Op	Op		11700	B8.25/20	DB8.25/20	Con 22R	6-4½x5¼	Fu 5A-53	U	5	A	2	Tim SD251W	2F	R	8.44	Opt	9x3x¼	T
45	36SW6	4R	7½–10	8800	Op	Op		11500	P36x8	DP36x8	Con 21R	6-4¾x4¾	BL 607	A	7	No	Tim SW310W	w/2F	R	Opt	Opt	10¼x3x⅜	T
46	36SFD6	6	7½–10	12300	Op	Op		14600	B9.00/22	B9.00/22	Her HXB	6-5x6	BL 734	U	4	A	3	Tim SD320W	2F	R	8.15	Opt	10½x3x⅜	T
47	40SW6	4R	10–15	11000	Op	Op		13000	P38x9	DP38x9	Con 16H	6-4¾x5¾	BL 707	A	7	No	Tim SW420W	w/2F	R	Opt	Opt	10½x3x⅜	T
48	45SFD6	6	10–15	16900	Op	Op		15400	B9.75/22	DB9.75/22	Her HXC	6-5¼x6	BL 734	U	4	A	3	Tim SD420W	2F	R	8.15	Opt	10¼x3x⅜	T
49	Day Elder 150		3	1645	176	189	15000	5300	B6.00/20	DB6.00/20	Her JXB	6-3⅝x4¼	WG T9	U	4	No	Tim SBT75	BF	H	5.66	36.2	7x3½x¼	C
50	285	4R	8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6-4⅝x5¼	BL 534	U	4	No	Ti SWD251H	WF	R	7.50	47.6	10x3¾x⅜	C
51	345	4R	10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6-4⅝x5¼	BL 534	U	4	No	Ti SWD320W	WF	R	8.50	54.0	10x3¾x⅜	C
52	402	4R	12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	BL 725	U	5	No	Ti SWD420W	WF	R	9.0	63.6	10x3¾x⅜	C
53	Diamond T 801	4R	4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6-4¾x4¾	BL 55	A	7	No	Own	WF	H	Opt	Opt	6½x3x¼	P
54	1201	4R	6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6-4½x5¼	BL 60	A	7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
55	1602	4R	8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6-4⅝x5¼	BL 60	A	7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
56	1603	4R	8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6-5x5¾	BL 70	A	7	No	Tim SW320	WF	H	Opt	Opt	10¼x3½x⅜	P
57	Dodge GS50	2C	1½–4	935	153	153	12000	3650	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U	4	No	Own	8F	H	5.85	36.1	7½x2¾x½	C
58	Bros FS75	2C	2–3	3995	221	221	30000	8350	B8.00/20	DB8.00/20	Own	6-3¾x5	Own	U	4	No	Own	8F	H	7.13	48.2	10x3¼x½	C
59	Fageol 226HP	2R	5–6	3150	195	220	22600	7600	B7.50/20	DB7.50/20	Wau 6–90	6-3¾x4¾	BL234	U	4	No	Tim SBT151	BF	R	7.4	47.4	6x3x½	C
60	326HP	2R	6–8	4350	195	220	30400	9700	B9.00/20	DB9.00/20	Wau 6–110	6-4x4½	BL524	U	4	No	Tim SBT251	BF	R	7.8	56.8	8x3x¼	C
61	8-46HP	4R	8	7800	195	220	40500	14100	B9.75/20	DB9.75/20	Wau 6–125	6-4¾x5½	BL 734	U	4	A	3	Tim Own	WF	R	5.7	123.4	8x3½x⅜	C
62	8-46AL	4R	8	8800	195	220	40500	11950	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	BL 734	U	4	A	3	Tim Own	WF	R	5.7	120.4	15x4x⅜	C
63	10-46RB	4R	10	9000	232	232	56000	15300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 734	U	4	A	3	Tim Own	WF	R	6.2	135.2	8½x4x⅜	C
64	10-46AL	4R	10	10000	232	232	56000	13200	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 734	U	4	A	3	Tim Own	WF	R	6.2	135.2	15x4x⅜	C
65	Federal 22	4R	3	1670	172	198	15000	5000	B6.00/20	DB6.00/20	Her JXB	6-3⅝x4¼	WG T9	U	4	No	Cla B412	8F	R	6.38	40.8	8½x2⅞x½	TL
66	21	2R	3	1420	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6-3⅝x4¼	WG T9	U	4	No	Cla B412	8F	R	6.38	40.8	8½x2⅞x½	TL
67	36	2R	4½	2975	192	218	24000	7700	B7.50/20	DB7.50/20	Wau 6MK	6-4¼x4¾	Cla R908	U	5	No	Cla B642	SF	H	7.16	58.2	10x3½x¼	TL
68	FWD MX6	6	10–15	12255	200	Op	48000	17800	B13.50/20	B13.50/20	Wau RB	6-5x5¾	BL 714	U	4	A	2	Wis 131TW	2F	H	8.36	173.	10x3½	
69	X6	4F	6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau SRK	6-4⅝x5½	Own U	A	5	Op	Own X	BF	T	7.35	73.	7x3x½	
70	Hendrick'n 21D	4R	2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6-3¾x4¾	Fu 5-A-38	U	5	No	Own 985	SF	H	Opt	Opt	8x3x¼	C
71	25D	4R	3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	Fu 5-A-38	U	5	No	Own 985	SF	R	Opt	Opt	8x3x¼	C
72	32D	4R	4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5-A 38	U	5	No	Own 2513X	SF	R	Opt	Opt	8x3x¼	C
73	38D	4R	5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5¼	Fu 5-A-53	U	5	No	Own 2513X	SF	R	Opt	Opt	8x3x¼	C
74	40D	4R	12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5¼	Fu 5-A-53	U	5	No	Eat 44000	2F	R	Opt	Opt	8x3x¼	C
75	44D	4R	12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 70-7	A	7	No	Eat 44000	2F	R	Opt	Opt	8x3x¼	C
76	Hug 97LD	4R	7½	8120	148	148	50000	12990	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5A530	U	5	A	2	Wis SD310AH	2F	R	9.11	133.	9x4½x½	P
77	99	4R	10	9650	148	148	64500	15100	B10.50/20	DB10.50/20	Bud GF6	6-4¾x6	BL 714-703	U	4	A	3	Wis SD420AW	2F	R	10.3	139.	9x4½x½	P
78	Ind. 95SBT-151	2C	3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U	4	No	Tim SBT151	SF	T	7.4	45.8	7½x2¾x½	T
79	95SW 75	4R	3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U	4	No	Tim SW75	WF	T	7.4	45.8	7½x2¾x½	T
80	17ASW151	4R	3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6-4x4¼	BL 3341	U	4	Op	Tim SW151	WF	T	6.4	403.	8¼x3x⅜	
81	17SBT251	2C	4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6-4⅜x4¾	BL 524	U	4	Op	Tim SBT251	SF	T	6.1	37.8	8½x3x⅜	
82	17SW251	4R	4	3900	188	224	28000	9500	P34x7	DP34x7	Het YXC	6-4⅜x4¾	BL 524	U	4	Op	Tim SW251	WF	T	6.2	38.1	8½x3x⅜	TL
83	16X6	6	3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6-4½x5¼	BL 5351	U	4	A	2	Wis	2F	H	6.66	30.8	8x3x¼	C
84	18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6-4⅝x5¼	BL	U	4	A	2	Wis	2F	H	7.83	110.	8½x3x⅜	C
85	20X6	6	4½	8950	170	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6-5¼x6	BL	U	4	A	2	Wis	2F	R	8.95	84.0	9x3x⅜	C
86	22X6	6	5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6-5¼x6	BL	U	4	A	2	Wis	2F	R	9.11	86.0	8¼x3⅛x½	C
87	Ken 88SBT	2C	7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U	4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
88	127SBT	2C	8	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6-4½x4½	BL 334	U	4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
89	146SBT	2C	9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6-4¼x4¾	BL 334	U	4	Op	Tim SBT251	SF	A	7.8	48.	8x3x¼	
90	D-146-8W	9		7500	210	240	33000	10500	B9.00/20	DB9.00/20	Bud 6D-415	6-4x5½	BL 5341	U	4	Op	Tim SW251sw	SF	H	7.5	47.6	8x3x¼	T
91	186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	BL 1554	U	4	A	3	Tim Sdt310w	2F	H	7.33	104.	9x3x¼	
92	241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	BL 714	U	4	A	3	Tim Sdt310w	2F	H	7.33	85.5	9x3x¼	
93	D-346-C	4R	10	10250	210	240	40500	14300	B9.75/20	DB9.75/20	Cum HA6	6-4¼x6	BL 714	U	4	A	3	Tim SW320W	WF	H	6.8	92.	8x3x¼	
94	346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U	4	A	3	Tim SW310W	WF	H	7.25	84.5	8x3x¼	
95	346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6-4¼x6	BL 714	U	4	A	3	Tim SW310W	WF	H	7.25	98.4	8x3x¼	
96	346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U	4	A	3	Tim SW310W	WF	H	7.25	98.4	8x3x¼	
97	386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U	4	A	3	Tim SW410w	WF	H	7.60	103.	8x3x¼	
98	Kleiber 81		5	1900	180	190	20000	6500	P32x6	DP32x6	Her JXB	6-3⅝x4¼	BL 2241	U	4	No	Tim SBT 75	BF	R	5.14	32.	7½x3¼x¼	
99	121		7	2800	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6-4¼x4½	BL 3241	U	4	No	Tim SBT 151	BF	R	6.17	33.4	7½x3¼x¼	
100	141		9	3950	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6-4¼x4¾	BL 5241	U	4	No	Tim SBT251	BF	R	6.84	41.	7½x3¼x¼	
101	La Fran-R Q6	4R	9–12	11605	216	260	40000	14900	B10.50/20	DB10.50/20	Own 312B	12-4x5	BL 714	U	4	No	Tim SWD410	WF	..	Opt	Opt	12x3½x¼	
102	Le Moon (9)	701	4R	5–6	4475	187	199		8500	B8.25/20	DB8.25/20	Lyc AEC	8-3¾x4¾	Fu VUOG	U	5	No	T' 63703-97H	WF	R	6.20	43.8	7x4x½	
103	(9)	801	4R	6–7	5100	187	199		9720	B9.00/20	DB9.00/20	Lyc AEC	8-3¾x4¾	Fu VUOG	U	5	No	Ti 65703-97H	WF	H	6.75	47.7	7x4x¼	
104		802	4R	6–7	5350	187	199		9800	B9.00/20	DB9.00/20	Wau 6SRL	6-4¾x5½	Fu VUOG	U	5	No	T 65703-97tW	WF	H	6.75	47.1	7x4x¼	
105		900	4R	7–8	6775	191	203		12000	B9.75/20	DB9.75/20	Wau 6SRL	6-4¾x5½	BL 607	A	7	No	Tim SW310W	WF	H	9.25	86.9	9x4x¼	
106		1000	4R	8–10	7950	196	208		12600	B9.75/24	DB9.75/24	Wau 6AB	6-4½x5¾	BL 714	U	4	3	Tim SW310W	WF	H	9.25	128.	9x4x¼	
107		1200	4R	10–12	8500	196	208		14000	B9.75/24	DB9.75/24	Wau 6RB	6-5x5¾	BL 714	U	4	3	Tim SW410W	WF	H	9.25	128.	9x4x¼	
108		1200D	4R	10–12	9750	196	208		14000	B9.75/24	DB9.75/24	Cum.Die.H6	6-4⅞x6	BL 735	U	5	No	Tim SW410W	WF	H	7.6	47.6	9x4x¼	
109	Mack BX	4R	8–15	7950	178	207		12100	B8.25/22	DB8.25/22	Own CF	6-4¼x5½	Own BX	U	4	No	Own BX6	2F	A	6.53	46.0	9½x3x¼	
110		BQ	4R	8–15	9350	224	248		14500	B9.75/22	DB9.75/22	Own BQ	6-4¾x5¾	Own AC	A	4	No	Own BX6	2F	A	6.54	41.9	10½x3x¼	
111		AC	4R	8–15	8500	217	257		14500	P40x8	DP40x8	Own BQ	6-4¾x5¾	Own AC	A	4	No	Own AC	CD	R	9.26	59.4	8½x3x¼	
112		AK	4R	8–15	9000	217	257		15900	B9.75/22	DB9.75/22	Own BQ	6-4¾x5¾	Own AC	A	4	No	Own AK6	2F	A	7.46	47.8	8½x3x¼	
113		AP	4R	8–15	10500	217	257		14900	P40x8	DP40x8	Own AP	6-5x6	Own AC	J	4	No	Own AC	CD	R	9.26	59.4	8½x3x¼	
114		AP	4R	8–15	11000	217	257		16400	B9.75/22	DB9.75/22	Own AP	6-5x6	Own AC	A	4	No	Own AK6	2F	A	7.46	47.8	8½x3x¼	
115	Mar.-Her. TH310A-6		10		10000	193	229		14070	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Fu 5-A-530	U	5	A	2	Own-Wis	2F	R	9.11	163.	8½x3x¼	
116	(13) TH 315	6	12–13		12500	198	234		15420	B9.75/22	DB9.75/22	Her HXB	6-5x6	BL 724	U	4	A	3	Own-Wis	2F	R	9.11	163.	8½x3x¼	
117	(13) TH 320	6	15–18		14500	225	255		18450	B10.50/24	DB10.50/24	Her HXC	6-5¼x6	BL 724	U	4	A	3	Own-Wis	2F	R	9.11	188	10x3x¼	

†—Denotes new model or change in specifications.

Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make
1	462	5.2	330	45.9	125–2500	F	G	H	7-3	13⅞	PC	Wa	Zen	P	NE	NE	O.ME	Pe	Blo
2	462	5.2	330	45.9	125–2500	F	G	H	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo
3	282	5.4	176	33.8	73–2800	L	G	A	7-2⅝	10 11/16	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi
4	298	4.7	190	33.7	70–2600	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
5	361	4.7	235	38.4	82–2400	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
6	428	4.5	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
7	478	4.4	315	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
8	707	4.5	455	60.	148–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
9	779	4.5	505	66.2	163–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
10	228	5.1	156	27.3	68–2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi
11	282	5.3	193	33.7	84–2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi
12	339	5.0	235	38.4	94–2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo
13	383	5.0	265	43.3	106–2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo
14	383	5.0	265	43.3	106–2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo
15	428	4.4	280	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo
16	478	4.4	320	51.3	104–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo
17	529	4.9	350	51.3	114–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo
18	707	4.5	460	60.0	148–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo
19	779	4.5	508	66.2	164–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo
20	263	5.4	164	31.5	68–2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi
21	282	5.3	176	33.7	73–2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi
22	282	5.3	176	33.7	72–2500	L	G	C	7-2½	10 11/16	PC	Ha	Str	M	RB	LN	D.BL	Mo	Spi
23	339	4.7	210	38.4	70–2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Spi
24	383	4.7	265	43.3	91–2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi
25	383	4.7	265	43.3	91–2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi
26	453	4.4	297	48.6	95–2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi
27	453	4.4	297	48.6	95–2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi
28	500	4.9	330	48.6	106–2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi
29	529	4.9	350	51.3	112–2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi
30	529	4.9	350	51.3	112–2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Spi
31	677	4.5	440	60.0	142–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi
32	855	4.5	555	72.8	180–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Spi
33	381	4.5	240	40.0	85–2200	L	G	C	7-2⅝	12⅝	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own
34	462	4.5	300	46.0	100–2000	L	G	C	7-3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own
35	517	4.5	330	51.0	110–2000	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own
36	517	4.5	330	51.0	110–2000	A	C	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own
37	677	4.5	440	60.0	150–2000	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own
38	677	4.5	440	60.0	150–2000	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own
39	360	4.5	240	40.8	90–2500	H	G	N	7-2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi
40	360	4.4	240	40.8	90–2500	L	C	C	7-2⅝	11 11/16	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi
41	420	5.2	300	44.4	130–2800	L	G	A	5-2¾	12¾	FP	Ly	Zen	M	DR	DR	P.Li	Pe	Spi
42	381	4.6	276	40.0	106–2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
43	428	4.6	276	45.9	118–2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
44	500	4.5	340	48.6	138–2500	H	C	A	7-2¾	13 1/16	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi
45	428	4.6	276	45.9	118–2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
46	707	4.5	460	60.0	150–2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi
47	611	4.5	384	54.1	127–2300	L	G	A	7-3	13 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
48	779	4.5	508	66.2	164–2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi
49	263	4.4	164	31.5	68–2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	GO	Spi
50	529	4.4	350	51.3	114–2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
51	529	4.4	350	51.3	114–2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
52	529	4.4	350	51.3	114–2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi
53	428	4.4	280	45.9	93–2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP
54	501	4.4	330	48.6	111–2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB
55	529	4.4	350	51.3	114–2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB
56	707	...	455	60.0	148–2000	L	G	C	7-3½	17	PC	Ha	Zen	M	LN	LN	D.BL	GO	SpB
57	211	5.3	130	25.3	60–3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own
58	309	4.7	198	21.0	96–3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own
59	255	5.3	182	27.3	90–3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo
60	358	5.2	254	38.4	110–2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo
61	462	5.2	324	46.0	125–2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo
62	462	5.2	324	46.0	125–2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo
63	677	4.4	440	60.	125–1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo
64	677	4.4	440	60.0	125–1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo
65	263	5.4	164	31.5	67–2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi
66	263	5.4	164	31.5	67–2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi
67	381	4.8	240	40.8	85–2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi
68	677	5.2	460	60.0	125–2000	L	G	H	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo
69	517	4.5	330	51.3	110–2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo
70	255	4.6	182	27.3	90–3200	F	G	C	4-2⅝	6 11/16	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM
71	358	4.6	254	38.4	110–2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM
72	358	4.6	254	38.4	110–2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM
73	462	4.6	324	45.9	125–2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM
74	462	4.6	324	45.9	125–2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo
75	677	4.6	440	60.0	126–1850	L	G	C	4-3½	10 1/16	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo
76	525	4.7	336	48.6	111–2200	L	G	B	7-3	11½	FP	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo
77	638	4.3	410	54.1	126–1850	L	G	C	4-3	10 1/16	FP	Pe	Zen	M	AL	DR	dp.BL	Yo	Blo
78	282	5.3	186	33.7	73–2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P.BL	Yo	Spi
79	282	5.3	186	33.7	73–2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P.BL	Yo	Spi
80	339	4.7	210	38.4	76–2400	L	G	A	7-2⅝	13¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi
81	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
82	428	4.4	283	45.9	94–2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
83	501	5.0	330	48.6	110–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
84	529	4.9	350	51.3	115–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
85	779	4.5	505	66.2	163–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
86	855	4.5	555	72.8	180–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi
87	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
88	361	4.4	235	40.8	83–2400	L	G	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
89	393	4.9	260	42.1	103–2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
90	415	14.3	264	38.4	93–2000	H	G	A	7-3	11½	FP	Pe	No	B	No	LN	P.BL	Pe	Spi
91	453	4.7	300	48.6	98–2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi
92	501	4.9	330	8.6	110–2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi
93	672	17.	420	57.	125–1800	H	G	C	7-3¼	13⅜	FP	Cu	No	C	No	LN	P.BL	Pe	Spi
94	468	4.4	322	43.3	125–2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi
95	638	4.3	410	54.1	126–1850	L	G	C	4-3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi
96	707	4.4	506	60.0	170–2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi
97	707	4.4	506	60.0	170–2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi
98	263	5.4	164	31.5	70–3000	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi
99	339	4.2	212	38.4	90–2700	H	C	C	7-2¾	13 1/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi
100	427	4.2	270	45.9	118–2500	H	C	C	7-2¾	13 1/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi
101	754	5.1	510	76.7	240–2900	H	C	C	4-3½	10	PC	No	Zen	M	DR	DR	dp.Lo	Ow	Blo
102	420	5.2	300	44.4	130–2800	L	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi
103	420	5.2	300	44.4	130–2800	L	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi
104	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	My	DR	D.Fu	Ch	Spi
105	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	My	DR	D.BL	Ch	Spi
106	549	4.5	332	48.6	100–2000	L	G	A	4-3½	11⅜	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi
107	677	4.6	460	60.0	127–2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi
108	672	17.1	420	57.0	125–1800	H	G	C	7-3¼	16½	FP	Ow	No	P	No	LN	dp BL	Ch	Spi
109	468	5.2	310	43.4	117–2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi
110	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi
111	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi
112	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi
113	706	4.4	427	60.0	138–1900	L	G	C	4-3 1/16	11 11/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi
114	706	4.4	427	60.0	138–1900	L	G	C	4-3 1/16	11 11/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi
115	529	4.9	350	51.3	114–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo
116	707	4.5	460	60.0	148–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo
117	779	4.5	508	66.2	164–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo

Line Number	Front Axle: Make and Model	Steering Gear Make	Brakes, Service: Make, Location, Operation	Brakes, Service: Lining Area	Brakes, Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N
2	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3½	N
3	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
4	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
5	Wis	Ros	L4IHV	...	G	CD	108	73¼	34	39½x2½	54x3	N
6	Wis	Ros	L4IHV	...	G	CD	120	72	34	44x3	50x4	N
7	Tim	Ros	L4IHV	918	G	CD	120	72	34	44x3	50x4	N
8	Wis	Ros	L4IHV	...	G	CD	144	88	34	44x3	50x4	N
9	Wis	Ros	Ws4IA	...	G	CD	168	100	34	44x3	50x4	N
10	TWH	Ros	L4IH	267	a	FX	88	52	34	42x2½	50x2½	½
11	TWH	Ros	L4IH	281	a	FD	88	52	34	42x2½	50x2½	½
12	TWH	Ros	L4IHV	342	a	FD	119	72	34	44x3	52x3	½
13	TWH	Ros	L4IHV	384	a	FD	119	72	34	44x3	52x3	½
14	Own-Wis	Ros	W2/4IA	328	a	FD	119	72	34	44x3	52x3	½
15	Own-Wis	Ros	W2/4IA	328	a	FD	109	72	34	44x3	52x3½	½
16	Own-Wis	Ros	W2/4IA	410	a	FD	109	72	34	44x3	52x3½	½
17	Own-Wis	Ros	W2/4IA	380	a	FD	109	72	34	44x3	52x3½	½
18	Own-Wis	Ros	Ws2/4IA	380	a	FD	121	84	34	52x4	54x4	½
19	Own-Wis	Ros	Ws2/4IA	380	a	2FD	140	102	34	52x4	54x4	½
20	Own JB	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
21	Own JC	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
22	Own LB	Ros	O4XM	142	C	2I	112¼	82	34	44x2½	50x3	N
23	Own LC	Ros	O4XM	142	G	2I	112¼	82	34	44x2½	50x3	½
24	Own B3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
25	Own B3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
26	Own C3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
27	Own C3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
28	Own FC	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
29	Own FB	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
30	Own FD	Ros	B4IMV	666	G	TX	112¼	82	34	44x3	50x4	½
31	Own BG3	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
32	Own GD	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
33	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
34	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
35	Own F	Ros	O4FXM	600	D	FX	114	84	36	52x4	52x4	½
36	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
37	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
38	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
39	Shu 15692B12	Ros	L6IHV	708	G	CD	210	125	34¼	40x2½	52x4	N
40	Wis F75AB	Ros	L6IH	459	a	TD	Opt	Opt	34	40x2½	46x3	N
41	Wis F75AB	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	46x3	N
42	Tim 33000tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
43	Tim 35000tw	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
44	Wis F211W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56½x4	N
45	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
46	Wis F311W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
47	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
48	Wis F311W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
49	Tim 30000H	Ros	L6IH	422	a	XF	180	111½	33½	40x2¼	46x3	½
50	Tim 26450H	Ros	L6IH	842	a	DF	246	149	33	46x3	64x4	½
51	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	46x3	64x5	½
52	Tim 26450W	Ros	Ws6IA	1014	a	DF	246	149	33	45x3	64x5	½
53	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
54	Shu 678	Ros	Ws4IA	238	a	TD	162	100¼	37	46x3	50x4	N
55	Shu 678	Ros	Ws4IA	238	a	TD	138¾	94¾	37	46x3	50x4	N
56	Shu 678	Ros	Ws4IA	238	a	TD	141	93	37	46x3	50x4	N
57	Own	Own	O6IHV	273	a	TX	117½	50½	34½	36x1¾	43⅜x3	N
58	Own	Jac	O6IHV	657	a	CD	218 1/16	114 11/16	34⅜	42x3	56¼x4	N
59	Tim 31000H	Ros	L4IHV	557	G	TX	168	115½	34	37x2½	56x4	N
60	Tim 35020H	Ros	L4IHV	643	G	FD	168	115½	34	41x2½	56x4	N
61	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N
62	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N
63	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅞	33½	42½x3	49½x4	N
64	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅞	33½	42½x3	46x3½	N
65	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
66	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
67	Cla F320	Ros	L6IHV	485	a	FD	168	99½	34	42x2½	44x3	N
68	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
69	Own M	Ros	B6IA	864	G	4I	180	137	36	42¾x2½	44x3	N
70	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40⅛x3½	31x3	N
71	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40⅛x3½	31x3	N
72	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40⅛x3½	35½x4	N
73	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	N
74	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	N
75	Tim 27450	Ros	Ws4IA	788	G	TD	Opt	Opt	34	43x3½	35½x4	N
76	Shu 715	Ros	L4rIH	720	G	TD	139	88¼	38	41⅞x3	53x4	N
77	Shu 1679	Ros	Ws6IA	806	G	TD	139	88¼	38⅛	41⅞x3	53x4	N
78	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
79	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N
80	Shu 5572	Ros	L41HV	559	G	CD	168	101	34⅛	39½x2½	52x4	N
81	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34⅛	40x2½	52x4	N
82	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34⅛	40x2½	52x4	N
83	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	39½x2½	54x3	N
84	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	44x3	52x4	N
85	Wis	Ros	Ws6IA	...	G	CD	144	88	34	44x3	42x4	N
86	Wis	Ros	Ws6IA	...	G	CD	168	100	34	44x3	42x4	N
87	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
88	Tim 33000H	Ros	L6IHV	536	a	FD	168	102	31½	38x2½	52x4	N
89	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N
90	Tim35120Tw	Ros	Ws6IA	781	A	FD	192	120	31½	42x3	52x4	N
91	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
92	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
93	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
94	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
95	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
96	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
97	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
98	Tim 30000H	Ros	L6IHV	412	G	TD	168	104	34	38x2½	47x3	N
99	Tim 33020H	Ros	L6IHV	559	G	TD	170	108	34	38x2½	56x4	N
100	Tim 33020H	Ros	L6IHV	654	G	TD	180	118	34	38x2½	56x4	N
101	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111⅝	216	34	44x3	None	N
102	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
103	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
104	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
105	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
106	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
107	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
108	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
109	Own BX	Own	O6IA	974	a	FX	192	109	33¼	54¼x3	48x3½	N
110	Own BQ	Ros	O6IA	902	a	FX	192	111	33¼	50x3½	48x3½	N
111	Own AC	Ros	O6IA	930	a	FX	180	109	37⅝	48x3½	52x4	½
112	Own AK	Ros	O6IA	1044	a	FX	180	109	38⅛	48x3½	52x4	½
113	Own AK	Ros	O6IA	930	a	FX	180	109	38⅛	48x3½	52x4	½
114	Own AK	Ros	O6IA	1044	a	FX	180	109	38⅛	48x3½	52x4	½
115	Own-Wis	Ros	Ws4/6IA	760	a	FD	152	102	34	44x3	46x4	½
116	Own-Wis	Ros	Ws4/6IA	760	a	FD	174	102	34	44x3	46x4	½
117	Own-Wis	Ros	Ws4/6IA	760	a	2FD	223	127	34	52x4	46x4	½

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL See Keynoter: Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. Stripped	TIRE SIZE: Front	TIRE SIZE: Rear	MAJOR UNITS: ENGINE: Make and Model	ENGINE: No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	TRANSMISSION: Location and Forward Speeds	TRANSMISSION: Aux. Location and Speeds	REAR AXLE: Make and Model	REAR AXLE: Gear and Type	REAR AXLE: Drive and Torque	REAR AXLE: GEAR RATIOS: In High	REAR AXLE: GEAR RATIOS: In Low	FRAME: Side Rail Dimensions	Type
1	More- ED25M	4R	7	4067	184	Op	25000	8900	38.25/20	DB8.25/20	Her WXC3	6-4¼ x4	BL 334	U 4	No	Tim 65000	W	R7.50	46.0	9 1/16 x3 1/2 x 1/4	T
2	land. HD34M	4R	10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6-4½x5¼	BL 524	U 4	No	Tim 65720	W	R6.50	62.0	9 1/16 x3 1/16 x 1/4	T
† 3	..... TD34	4R	10	7607	221	Op	34000	13250	B9.75/20	DB9.75/20	Wau RR	6-5x5½	BL 724	U 4	No	Tim 68720W	W	R8.75	62.0	11x3 1/16 x 1/4	T
4	Sterling FBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Own UC7	U 5	No	Own	BF	R7.8	55.5	10x3 1/16 x 1/4	L
5	..... FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Own UC7	U 5	No	Own	2F	R9.0	52.7	10x3 1/16 x 1/4	L
6	..... FDS180	4R	8–10	8605	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6-4½x5¾	Ow UC8	U 4	A 3	Tim 310	2F	R9.1	113.	15x3 1/16 x 1/4	L
7	..... FDS200	4R	10–12	9130	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6-5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R9.1	113	15x3 1/16 x 1/4	L
8	..... FCS210	4R	15–18	10175	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6-5x5¾	Own UC8	U 4	A 3	Own	CD	R9.5	59.6	15x3 1/16 x 1/4	L
9	..... FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6-4 1/16 x5 1/16	Own UC	U 4	Op	Own	2F	R8.85	58.8	12x3 1/16 x 1/4	L
10	..... FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	2F	R8.85	55.5	15x3 1/16 x 1/4	L
11	..... FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6-4 1/16 x5 1/16	Own UC	U 4	Op	Own	CD	R8.2	54.5	12x3 1/16 x 1/4	L
12	..... FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6-4 1/16 x5 1/16	Own UC	U 4	Op	Own	CD	R9.3	61.8	12x3 1/16 x 1/4	L
13	Ward 440TC		15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6-4½x6	BL 735	A 5	No	Tim 8DT420w	WF	R6.42	40.4	14x3 1/16 x 1/4	T
14	LaFr. 440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6-5x5¾	BL 735	A 5	No	Tim 8DT420w	WF	R6.42	40.4	14x3 1/16 x 1/4	T
15	340TM		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6-4½x4¾	BL 5352	U 5	No	Tim 8BT251H	8F	TOpt	Opt	12x3 1/16 x 1/4	T
16	.....400T5		12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6-4 1/16 x5 1/16	BL 5352	U 5	No	Tim SWT320tw	WF	R8.5	65.5	14x3 1/16 x 1/4	T
17	Wht. 630SW251	4R	5–6	(12a)	193	205	.....	10000	B8.25/20	DB8.25/20	Own 7A	6-4 1/16 x5 1/16	Own 4B	U 4	No	Tim SW251	WF	R6.75	44.2	8 1/16 x3 1/16 x 1/4	C
18	...642SW320	4R	7–9	(12a)	198	210	.....	12670	B9.00/20	DB9.00/20	Own 5A	6-4 1/16 x5¾	Own 10B	U 5	No	TimSW310W	WF	R8.5	55.6	8 1/16 x3 1/16 x 1/4	C
19	...643SW420	4R	9–11	(12a)	198	215	.....	14400	P40x8	DP40x8	Own 5A	6-4 1/16 x5¾	Own 10B	U 5	No	TimSW410W	WF	R10.2	69.1	8 1/16 x3 1/16 x 5/16	C

†—Denotes new model or change in specifications.

Black Sheep Chauffeurs

(CONTINUED FROM PAGE 31)

moving, in feet per second at any given speed you use the following formula: Take speedometer reading, divide it in two and add the original figure to the result and that gives you feet per second. To illustrate: One-half of sixty is thirty. Sixty plus thirty equals ninety. (Scientifically, it is 88 ft.)

2. Failure to know the distance an automobile takes to stop, after the brakes have been applied. The average private passenger automobile with four-wheel brakes in perfect condition on a dry level highway, when traveling sixty miles per hour stops within 168 ft. At 40 miles per hour 75 ft. At 20 miles per hour 18 ft.

3. Failure to recognize the fact that one's foot does not immediately strike the brake pedal when danger is observed, causes speed to become unsafe. The time which elapses when the driver sees danger until his foot leaves the accelerator and strikes the brake pedal until the brakes take hold is known as reaction time. A good driver requires one-half second of reaction time. Let me illustrate the value of half a second.

YOU are driving an automobile down the highway 60 miles per hour or 88 ft. per second. A young child runs across the highway. Being a good driver, your reaction time of one-half second means that your car travels 44 ft., which is one-half of 88, towards the child, the car being practically out of control as far as stopping it is concerned. Fortunately for you, your brakes are in perfect order and after they are applied your car goes 168 ft. or a distance of 300 ft. in about six seconds time.

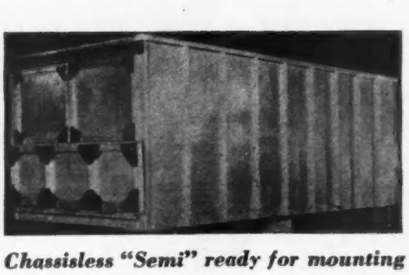
THE above types are the kind of drivers we don't want. The ideal, of course, is the skillful driver who knows the motor code of his state, who knows when to drive fast and when to drive slowly, and who has his truck under control at all times. He is the man who takes the "kills" out of the road and places the "S" in front.

A Light Chassisless 'Semi'

(CONTINUED FROM PAGE 25)

placing this dead load with pay load, the $75 additional cost of the new unit will be paid for in approximately 11,620 revenue miles. Compared to the conventional steel and wood body unit, the monocoque weighs 2645 lb. less and costs about $835 more. By the same reasoning of replacing dead load with pay load, the increase in cost of the new semi-trailer will pay for itself in 31,600 revenue miles. In this figuring it is assumed that each additional pound of pay load brings in a revenue of $0.00001 per mile.

ANOTHER major economy favoring the use of aluminum semi-trailer bodies is that of maintenance, which includes painting and repairs. Paint takes a firm, lasting hold on aluminum. As for repairs, the high deflection of aluminum under load stands it in good stead in absorbing hard knocks. Bumps are bound to occur, even if the driver never backs into posts or slams a case against the side panel. There is the inevitable chance that someone else will do it for him. On the aluminum body the damage is confined to a small area. On a wood body a damaging blow may split the entire panel.



Chassisless "Semi" ready for mounting

By making use of the bracing power of panels, the chassisless semi-trailer, constructed of aluminum alloys, is designed as an independent structural unit capable of supporting its own weight and that of the pay load.

THE design for the Baltimore Company utilizes every pound of metal for a two-fold purpose—carrying the load and protection. In case the chassisless unit is built of high strength-weight ratio metals, and replaces a conventional unit in which both chassis and body are of such materials, the economy of monocoque construction becomes particularly apparent, since the price per pound of such metals is relatively high. Furthermore, the fabrication cost of the chassisless unit is usually less than that of a conventional unit of similar size, providing the same materials of construction are used.

The inside dimensions of this semi-trailer unit are: length, 216 in.; width, 90 in., and height at the eaves, 6½ ft. As the roof bows have a 2½-in. crown, the height from the floor at the center is 6 ft. 8½ in. The over-all length outside is 219 in. from the front edge of the fifth-wheel plate to the tailgate strap hinges. The over-all width at the drip moldings at the top edge is 94 19/32 in. The total height is 7 ft. 4⅞ in.

SIDE sills of the underframe are made of 6-in. aluminum channels which are assembled with clip angles and rivets and reinforced with gusset plates on the lower side. The cross-members, which are 5-in. channels, are spaced at 2-ft. intervals. The floor is built up of 15-gage corrugated sheet and 10-gage flat plate, which are riveted together.

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	SYST. FUEL: Carburetors Make	SYST. FUEL: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	SERVICE: Lining Area	SERVICE: Drum Material	Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	SPRINGS: Rear	Auxiliary Type
1	383	4.4	262	43.3	92–2400	L	G	C	7–2¾	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661	a	TD	192	101	34	41½x2½	43½x3½	½
2	501	4.9	330	48.6	110–2200	L	G	C	7–3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43½x4	½
3	677	4.4	440	60.	125–1800	L	G	A	4–3½	11¾	CC	Wa	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3½	½
4	358	5.0	254	38.5	110–2800	F	G	A	7–2¼	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
5	358	5.0	254	38.5	110–2800	F	G	A	7–2¼	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
6	549	4.5	330	48.6	99–2000	L	G	C	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
7	677	4.4	440	60.0	125–2000	L	G	C	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
8	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CD	Opt	Opt	34	48x3	60x3½	N
9	462	5.5	324	45.9	125–2400	F	G	A	7–3	13¼	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792	a	CX	192	94	34	48x3	(10)	N
10	677	4.4	440	60.0	125–2000	L	G	A	4–3½	11¾	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792	a	CX	192	93	34	48x3	(10)	N
11	462	4.5	300	45.9	102–2400	L	G	C	7–3	13¼	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	a	JX	192	94	34	48x3	(10)	N
12	462	5.5	324	45.9	125–2400	F	G	A	7–3	13¼	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	a	JX	192	94	34	48x3	(10)	N
13	672	17.0	420	57.0	125–1800	H	G	C	7–3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	W86IA	1012	a	TD	255	148¼	34	42x3	46x4	N
14	677	5.5	465	60.0	145–2000	L	G	C	4–3½	11¼	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	W86IA	1012	a	TD	255	148¼	34	42x3	46x4	N
15	381	4.6	242	40.8	85–2500	L	G	C	7–2¾	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L6IHV	651	a	TD	192	115	34	42x3	52x4	N
16	462	4.6	324	45.9	125–2600	F	G	A	7–3	13¾	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim26450TW	Ros	W86IA	902	a	TD	192	116½	34	42x3	46x4	N
17	434	4.9	275	42.0	105–2100	H	C	8	7–2¼	13¼	FP	Ow	Zen	M	DR	DR	P Ow	Ow	Spi	Own 6D	Ros	L4r1HV	697	a	CI	194⅛	109¾	34	42x3	51¼x4	N
18	580	4.6	385	51.3	130–2050	H	C	8	7–3	15¼	FP	Ow	Zen	E	LN	LN	dp Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34	42x3	42x4	N
19	580	4.6	385	51.3	130–2050	H	C	8	7–3	15¼	FP	Ow	Zen	E	LN	LN	dp Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34	42x3	42x4	N

The side and end panels are single sheets of 0.064 in. thickness extending the full length and width of the body, and riveted to the side sills of the underframe. At 2-ft. intervals on the outside of the panels are fastened the side posts, which are extruded sections shaped like a flanged V. The side of the finished body looks like a web-plate girder, which it is in function, as ultimately it carries the entire load.

THE roof rails are extruded sections which combine the functions of a footing for the carlines, a top rail for connecting the side posts, a support for drip moldings and a portion of the roof. Obviously this requires a complicated section; as a matter of fact it could not be duplicated in one operation on one piece by the rolling process often used for simpler structural shapes. Extrusion, however, is limited more by size than by shape (up to 11 in. in greatest diameter). The process consists in forcing metal in the plastic state at high pressures through openings in a die.

A FIFTH wheel plate, bearing the king pin, consists of a ¼-in. plate riveted to a rectangular cradle frame which is built into the subframe and extends from the front end to the third bolster and is about one-third as wide as the body. The running gear is attached to the subframe by means of two pairs of 6-in. channels, one pair of which is attached longitudinally to the rearmost pair of cross-bolsters; the front ones bridge the next two bolsters, that is, numbers three and four counting from the rear. These are 29½ in. long and are fastened to the subframe by pairs of 3-in. angles.

DOORS and tailgate are of a construction that matches that of the side panels in general design and in sturdiness. The door framework is composed of extruded shapes of wide flanged U construction and panels of 0.064 in. sheet. The tailgate is similarly framed by the sheet is 3/16 in. thick.

Though this first chassisless semi-trailer was more or less experimental, it proved a sufficient commercial success to warrant building 10 more.

The "Ideal" Fleet Truck

(CONTINUED FROM PAGE 14)

siderable variance of opinion as to the proper place to locate the battery. If under the floorboard, it should be on the right-hand side; if external, left side frame. Wherever mounted, to be accessible and as far remote from muffler pipe as possible.

SPARE TIRE MOUNTING — The problem of satisfactorily mounting the spare tire has perplexed the industry for years. We are unable at this time to make any definite recommendations. It is pretty generally agreed, however, that on light duty equipment we could carry the spare tire in a fender well, left side of the vehicle, and on the heavier-type truck resort to the underside-type of carrier to the rear of rear axle. In fender well-type mounting, more attention should be given to proper support of tire to prevent excessive maintenance at this point. On the underside-type carrier, the weight of the tire must be taken into consideration, as most road changes are accomplished by one man. The hinged type appears to more nearly meet this requirement.

TAIL LIGHT AND LICENSE BRACKET MOUNTING — Combination tail light and rear license bracket should be located external of left-side frame rail, 6 in. from end. It is hoped the designing engineers will give some consideration to the length of the present license plates in mounting this bracket to prevent interference with the plates when removing spare tire.

Many States require both front and rear license plates and it has been noted that some manufacturers make no provision for carrying front plates. Suitable brackets should be provided to carry front plates either on front bumper or headlamps tire bar.

LOCATION OF TOOL BOX—Provision should be made for tool compartment under cab seat at the right end of tank.

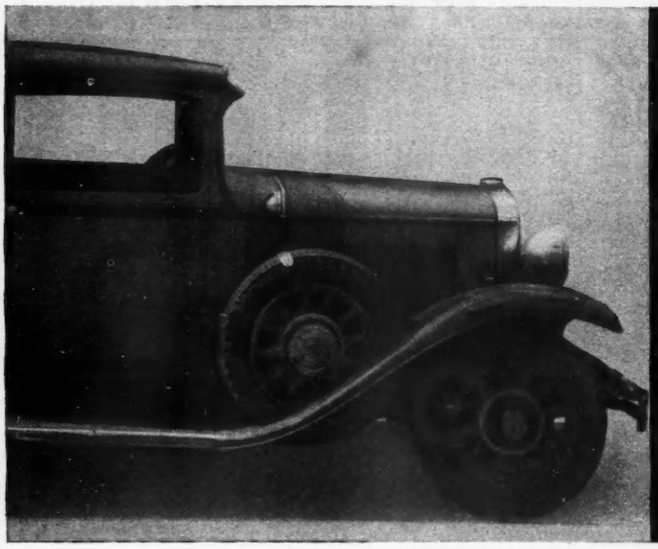
The Romance of Roads

(CONTINUED FROM PAGE 24)

FIRST use of modern concrete as a road material appeared in a city street in Bellefontaine, Ohio, in 1893, in a section one block long. Its use was tried out a little later in alleys, in Windsor, Ontario. The first attempt to lay a modern concrete highway came in 1909 when the Good Roads Commission of Wayne County, Mich., laid a strip 18 ft. wide between the 6-Mile and 7-Mile roads just north of the city of Detroit. In the same year a fine brick road was built from Cleveland to East Liverpool, Ohio, but while brick, as a road-building material, had a vogue for a time its use declined.

THE concrete roads over which we drive today are perhaps the finest in the world. The speed over which they may be traveled is our answer to the long-famous question put by the Indian chief "Blackhawk" who said, "The white man is strange, Why does he cut down trees and build roads wherever he goes when it is so much easier to go around them?"

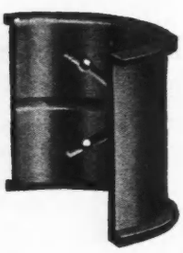
Just one of many actual cases

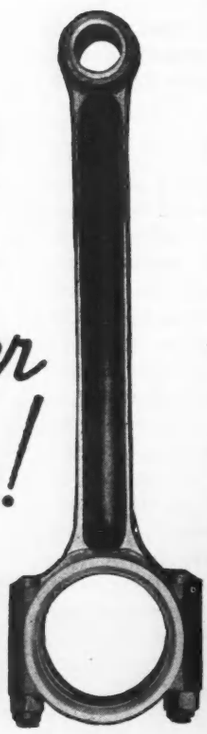


AFTER 56,184 MILES-NEW RODS SAVE 9 QUARTS OF OIL IN 1000 MILES

THIS 1930 Marquette coupe used one quart of oil for every 100 miles. Without reconditioning or replacing any parts except the connecting rods, oil consumption was cut to ONE-TENTH—a saving of 9 quarts each thousand miles—which soon paid the service cost.

The repeated experience of hundreds of repair shops around the country confirms this discovery: That worn connecting rods and bearings are one of the principal causes of oil pumping and poor engine performance.





Remember the Rods!

When you open up a motor to correct oil pumping, remember that worn connecting rods and bearings are a principal cause. Replace with complete sets of Federal-Mogul rods or bearings.

It is true that often new rings, new pistons or a cylinder reboring job, or all three, are needed; but in many cases it has been found that oil pumpers only partly corrected by other means are entirely corrected by installation of new rods or bearings.

Therefore, to protect your reputation, to avoid customer dissatisfaction, *check the rods* when you open up a motor to correct oil pumping. If worn, replace with Federal-Mogul Rods or Slip-in Bearings, for an all-around quality job.

Connecting rod and bearing replacement offers you one of the finest profit opportunities in the entire service field, because until recently it was entirely neglected, with a resulting accumulated need.

Use Federal-Mogul Connecting Rods and Slip-in Bearings. Their uniform quality and precision is the product of experience and specialization in this field since the beginning of the automotive industry. There is a Federal-Mogul Jobber near you with a complete stock ready to give prompt service. Call him today.

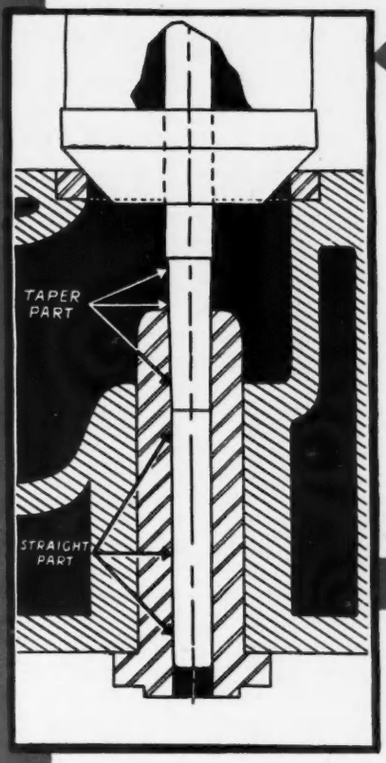
Mogul FEDERAL

FEDERAL-MOGUL CORPORATION - DETROIT, MICHIGAN

Operating Watkins Babbitting Service

You MUST have BOTH
a Sioux Tapered Pilot AND a Good Grinder
for ACCURATE Valve Seat Grinding

No matter how good your grinder may be, you can't get an accurately ground, properly aligned seat unless you use a proper-fitting pilot that positively holds the grinder in perfect alignment with the center line of the valve guide.



SIOUX TAPERED PILOTS

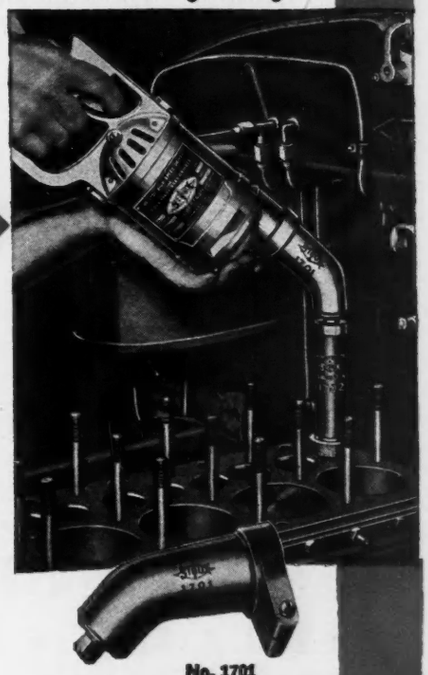
do exactly that very thing . . . and they are patented! They are tapered only in the upper portion (instead of the whole length). By selecting the largest SIOUX Tapered Pilot which will enter the valve guide, the straight part aligns the pilot correctly with the center line of the valve guide, thus assuring perfect accuracy. This is the only positive way to prevent misalignment and inaccurate grinding. Sioux Tapered Pilots also act as a plug gauge for checking wear in valve stem guides.

SIOUX DUAL ACTION VALVE SEAT GRINDER

offers almost unbelievable speed, simplicity and dependability . . . even on the hardest valve seats. Accurate within .0005 (½ thousandth). No delicate adjustments. Its dual action produces a mirror-like finish. Built up to traditional SIOUX standards of quality and stamina. Priced within the reach of every shop!

With this combination . . . SIOUX Tapered Pilots AND The SIOUX Valve Seat Grinder . . . even the inexperienced mechanic can't go wrong!

Your Jobber Sells Them!



No. 1701 Angular Drive Attachment takes the Backache out of Valve Seat Grinding: Now you can stand in a natural position and grind valve seats without tiresome effort . . . even when reaching over fenders, or grinding seats in trucks and buses with motor in chassis. Handy for reaching the back valve seats under the dash. Clamps onto the nose of No. 1700 High-speed Driver. Sturdy Sioux construction.

ALBERTSON & CO. INC.
SIOUX CITY, IOWA, U.S.A.

SIOUX STANDARD THE WORLD OVER

Dope on Piston Expanders

(CONTINUED FROM PAGE 17)

AFTER several years of research work, one of the companies maintains that the skirt clearance is due to wear on the piston and cylinder wall. This company further believes that piston collapse is seldom permanent and occurs only under operating conditions, due to vibration and heat.

Another company reports that it finds piston and cylinder wear and piston skirt collapse about equally divided in the piston expander installations that it has been able to check. A third company seems to think that skirt collapse is the chief contributing factor to excess clearance.

As a result of this difference of opinion, the expanders have widely different characteristics. One company engineers an individual expander for each piston, while others have six, or some like number, of sizes to cover the entire range. Some companies produce one expander to service all pistons.

SEVERAL expanders are manually adjusted for size. Pistons are expanded all around the skirt by some types of expanders, and only at the thrust side (90 degrees to the piston pin) by some of the others. Expander materials have no more relation to one another than do the details of construction. Special tools for cutting retention recesses are necessary for some designs, while the piston pin is the anchor for other types.

PISTON expanders are at their best in conventional alloy pistons with a slotted skirt. Strut pistons do not respond quite so readily to this treatment and cast-iron pistons represent the most difficult problem. Instructions for slotting or cooling cast-iron pistons usually are provided by the manufacturers who recommend expanding this type of piston.

THE expander engineers are emphatic in their claims of increased piston ring mileage when expanders are employed. When piston expander takes up the clearance between the skirt and the cylinder wall, it prevents the piston from rocking. The rocking action of the piston permits the sharp edges of the rings to gouge at the cylinder walls since the rings are not riding in the position in which they were intended to function. As a result, the rings wear barrel-shaped. With the piston and rings riding in correct position, the rings maintain their scraping edge for a longer service period.